COMPREHENSIVE PLAN

TOWN OF CHESAPEAKE BEACH

2002

JAKUBIAK & ASSOCIATES, INC.

C O M P R E H E N S I V E P L A N

T O W N O F C H E S A P E A K E B E A C H

As Adopted by the Town Council of the Town of Chesapeake Beach: 2002

Chesapeake Beach Town Hall
8200 Bayside Road
Chesapeake Beach, Maryland 20732

J A K U B I A K & A S S O C I A T E S , I N C .

150 South Street, Suite 105
Annapolis, Maryland 21401
410-263-7776
www.jakubiak.net

Table of Contents

List of Maps

List of Maps

SECTION 1 – INTRODUCTION

The meeting of the Chesapeake Bay and the Fishing Creek floodplain together with human activities and structures forms an impressive ecosystem. The Town of Chesapeake Beach has grown to encompass this system, both capitalizing on it and being constrained by it.

Neighborhoods separated by floodplains, marshlands, and steep slopes have developed into unique communities. The Town is a clustering of neighborhoods among natural features.

Comprehensive planning in Chesapeake Beach takes place in this most basic context.

1.1 PURPOSE OF THE COMPREHENSIVE PLAN

A comprehensive plan sets forth policies governing growth, development, and conservation. It is long-range, general, and comprehensive.

Long range:	The plan is forward-looking. It provides for future needs.
General:	The plan does not focus on matters of detail, which can distract from important policies and proposals.
Comprehensive:	The plan uncovers relationships between local and regional factors that impact development. It addresses major elements of the natural and built environment.

A comprehensive plan expresses basic community goals regarding future development. It does not predict future events nor list activities or projects. As a guide, a comprehensive plan allows a community to make day-to-day development decisions based on reasoned and adopted policies, rather than on the individual merits of particular proposals.

1.2 PLANNING PROCESS

The Town Planning and Zoning Commission prepared this Comprehensive Plan as called for by Article 66B of the Annotated Code of Maryland.

Public participation was accomplished through a series of town and neighborhood meetings held through the summer of 2000 and through open work sessions sponsored by the Town Planning and Zoning Commission during 2001 and 2002. The Town also documented the planning process, its findings and recommendations, in the Town of Chesapeake Newsletter, which was distributed to all residents. The local print media also covered the planning process. The Planning Commission held a public hearing on the Plan on July 9, 2002.

The Planning and Zoning Commission documented residents' concerns and issues through the minutes of its town and neighborhood meetings. The major planning issue centered on how to maintain "small-town" character in light of growth pressures. Residents expressed long range planning concerns including:

- Impact of new development on existing neighborhoods;
- Compatibility of new development with existing buildings and streets;
- Pedestrian safety and accessibility;
- Impact of new development on the existing road network; and
- Environmental quality.

1.3 LOCATION

The location of Chesapeake Beach may be defined at several levels (see the Regional Location Map).

- Washington Metropolitan Area: An area encompassing 4.5 million people and 3.4 million jobs and one of the wealthiest and fastest growing metropolitan areas in the United States. The Town is located within 30 miles of Washington D.C. and 20 miles of Annapolis, Maryland.

- Calvert County: Calvert County has been among the fastest growing counties in Maryland for decades. County population grew by 45 percent between 1990 and 2000.

- Northeastern quadrant of Calvert County: An area that has grown at a rate faster than the County as a whole over recent decades. Chesapeake Beach lies adjacent to North Beach, a town of nearly 1,900 residents.

- On the Chesapeake Bay: Chesapeake Beach is one of only a handful of Maryland municipalities located on the Chesapeake Bay or one of its major tributaries. The Town's shoreline with the Bay extends 2.3 miles.

1.4 REPORT ORGANIZATION

This Comprehensive Plan report is organized into four sections.

- Section 1: Introduction

- Section 2: Existing Conditions

- Section 3: Future Conditions

- Section 4: The Comprehensive Plan

SECTION 2 - EXISTING CONDITIONS

2.1 ONGOING PLANS AND PROJECTS

The Town is taking steps to improve recreational and pedestrian amenities. The private sector is anticipating demand in the housing, office, and tourism real estate markets. Two major residential subdivisions are under development.

2.2 DEMOGRAPHICS AND ECONOMICS

Population has been growing steadily, increasing over the last decade by 32 percent. Three-quarters of households are owner-occupied and about 70 percent are families. Children and seniors make up one-third of the population. The Town is situated in a relatively wealthy county and region. Local businesses are generally small and are concentrated in the food services sector.

2.3 NATURAL ENVIRONMENT

The Chesapeake Bay, Fishing Creek, and associated floodlands, wetlands, and steep slopes are major natural features. The Creek is unique among Maryland's rivers and very sensitive to disturbance in its watershed. Ground water supplies and soils (except in obvious locations) do not limit development. Critical Area regulations cover most of the Town.

2.4 LAND USE

Geographic expansion of the Town is complicated by County land preservation policies, which have removed development potential from properties along the Town's western limits. Within Town, commercial uses appear to be moving into some predominately residential areas.

2.5 TRANSPORTATION AND CIRCULATION

Access into Town is limited, and recurring congestion is apparent on main roads. Sidewalks could capitalize on the traditional and compact road network, which is conducive to walking. New subdivisions could be connected to the Town's center upon completion of the Fishing Creek hiker/biker trail.

2.6 COMMUNITY FACILITIES

The main public facilities, impacted by growth and change, are well provided for, and thought has been given to expanding capacity in light of anticipated demand. Parks and recreational facilities are well placed. Generally, a network of public and quasi-public agencies provides community facilities in Chesapeake Beach.

2.1 ONGOING PLANS AND PROJECTS

Ongoing public and private projects and plans help define baseline conditions. They also say much about expectations for future growth and development. The list below summarizes major public works projects. Some have firm funding commitments. Others, especially long-range highway projects, are less certain.

Most public works projects require cooperation among various levels and agencies of government and to some extent, the private sector. This being said, the Town's continued leadership will be necessary for implementation. Where it is clear that projects are solely the responsibility of the State of Maryland, it is so designated below. Listing of a project does not denote a recommendation, only that the project is in some stage of planning and/or implementation.

Among private development projects, only those major projects, which have received at least preliminary concept approval from the Town Planning and Zoning Commission, are listed.

Public Works Projects

Short-Term: 1-3 years

- New Overpass at MD 4 and MD 260 (State)
- Reconstruct MD 260 and Mt. Harmony Road overpass (State)
- New well and water storage tank at Richfield Station
- Install water line connection between Cox Road and Richfield Station
- Increase capacity of sewer interceptor from Cox Rod to treatment plant
- Veterans' Park and Memorial (recently completed)

Intermediate-Term 3-10 years

- Streetscape improvements along MD 261 (includes sidewalks, street trees, etc.)
- Walkway along MD 261 from Harbor Road to 17th Street
- Walkway along MD 261 from 17th Street to Old Bayside Road
- Walkway along 17th Street to connect the Bay front Park boardwalk
- Walkway along Cox Road from MD 260 to Bayview Hills
- Fishing Creek hiker/biker trail
- Town Hall renovation
- Fishing Creek bridge replacement
- Expand wastewater treatment plant and/or reallocate available capacity

Long-Term: 10-20 years and beyond

- Expand Twin Beaches Branch Library
- Widen MD 260 to four lanes (State)
- Two-lane Reconstruction of MD 261 (State)
- Add express bus service to Annapolis

Major Private Development Projects

Under Construction in 2001-2002

- Bay View Hills residential subdivision
- Richfield Station residential subdivision

In Planning/Design

- Chesapeake Beach Hotel. Located along Mears Avenue and Chesapeake Bay. A hotel with retail uses on the ground floor. The Town Planning and Zoning Commission granted the project concept plan approval.

- Fishing Creek Landings Marina. Mixed-use development project with approximately 32,800 gross square feet of office, commercial service, and residential space. The Town Planning and Zoning Commission granted the project concept plan approval.

- Horizons on the Bay. Multi-family residential structure with 80 units and 5,000 square feet commercial space on ground floor. Located along MD 261, opposite firehouse, at 30th Street. The Town Planning and Zoning Commission granted the project final plan approval.

Conclusions

Currently, Chesapeake Beach is focusing on:

- Improving pedestrian safety and accessibility throughout Town.
- Expanding public water and sewer capacity to serve ongoing residential development.
- Improving recreational amenities.

The private sector is responding to the immediate market demand for housing of various types. To some extent, it is also anticipating demand in the commercial office and tourism real estate markets.

2.2 DEMOGRAPHICS AND ECONOMICS

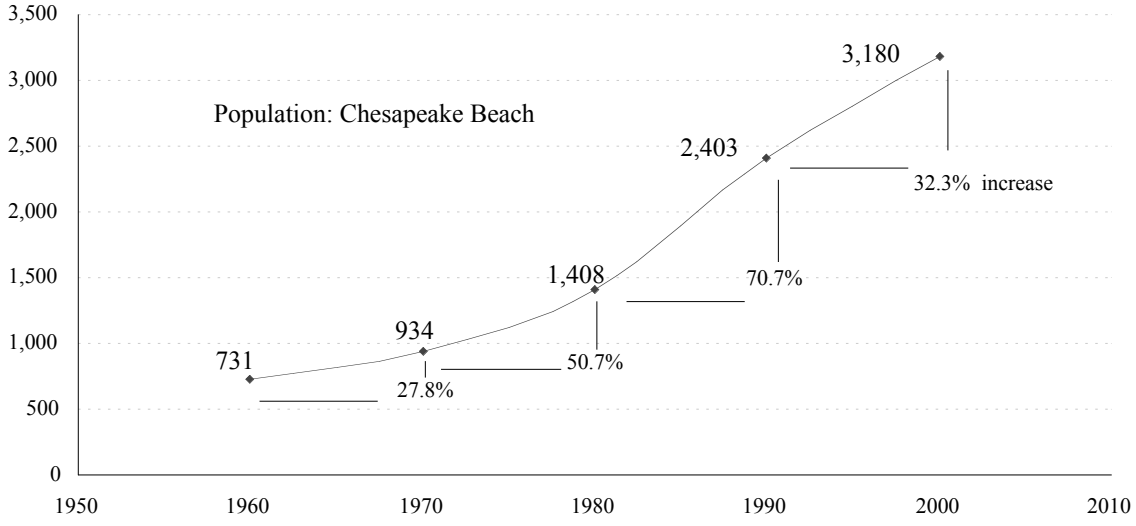
This overview compares the Town's population and housing to Calvert County and where relevant, to the Washington metropolitan area. In doing so, it provides a point of reference so local statistics are seen in a meaningful and broader context.

Population[1]

Factors contributing to population growth in Chesapeake Beach since 1960 have included:

- Conversion of summer homes to year-round residences[2],
- Annexation,
- High-density residential zoning provisions, and
- Public water and sewer expansions.

Between 1960 and 2000, the Town added nearly 2,450 full time residents as shown below.



[1] The source of population, age, and housing data in this report is the U.S. Census with analysis, summary, and presentation by Jakubiak & Associates, Inc.

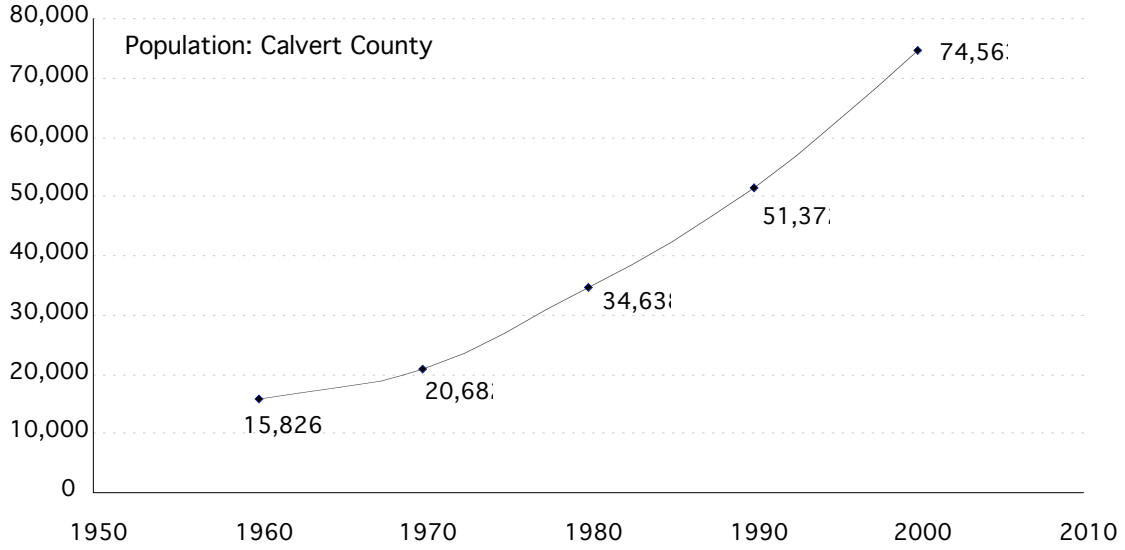
[2] The conversion of seasonal housing to year-round housing accounted for two-thirds of the Town's population growth between 1970 and 1980.

The most significant growth occurred during the 1980's, when population grew by 71 percent, or at an average annual rate of 5.49 percent. As shown below, the annual growth rate between 1980 and 1990 far exceeded that recorded over the last 40 years—3.74 percent/year.

Population Growth by Decade: Chesapeake Beach and Calvert County

	1960-1970	1970-1980	1980-1990	1990-2000	1960-2000
Chesapeake Beach					
Percent Change	27.8	50.7	70.7	32.3	-
Percent Rate of Growth	2.48	4.19	5.49	2.84	3.74
Calvert County					
Percent Change	30.7	67.5	48.3	45.1	-
Percent Rate of Growth	2.71	5.29	4.02	3.80	3.95

The Town's population has consistently comprised between 4 and 5 percent of Calvert County's population. Between 1960 and 2000, the County grew at an average annual rate of 3.95 percent, somewhat faster than the Town did[3].



[3] Both Calvert County and Chesapeake Beach grew much faster than the Washington Primary Metropolitan Statistical Area (PMSA), which grew at an average annual rate of 1.33 percent between 1970 and 2000. The Town and County have been recipients of the long-term decentralization of population from more urban locations in the metropolitan area.

Age

The composition of population by age is an important indication of community character. In 2000, the median age of Town residents equaled that of the County: 35.9 years. The Town's age structure differed only slightly from the County's. One in every three Town residents was a child or senior citizen; compared to about 39 percent countywide.

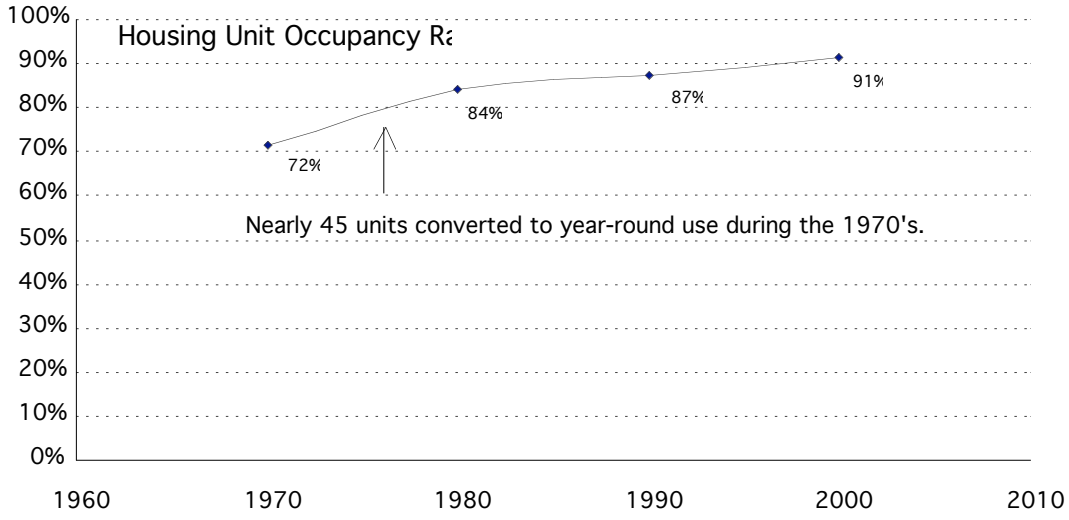
Population by Age Group: 2000

Years of Age	Chesapeake Beach	Calvert County
Under 18	27.2%	29.6%
Over 65	7.0%	8.9%

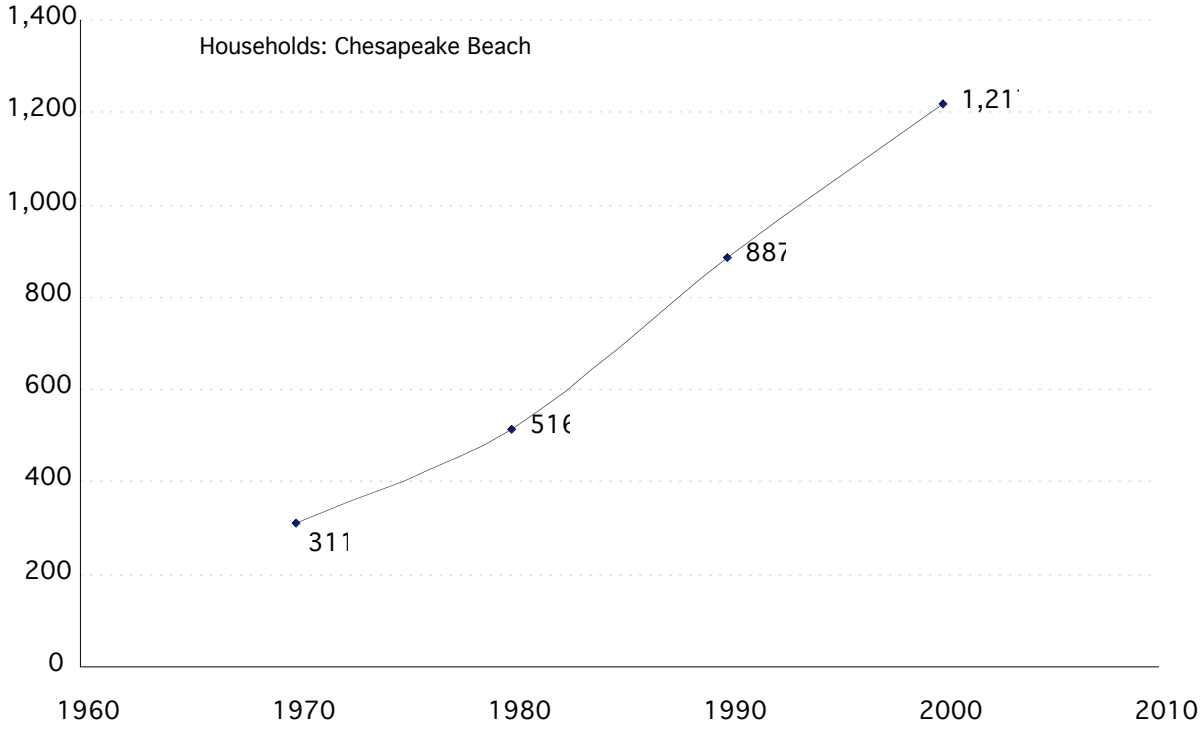
Households

The data presented in this section concern households, which for Chesapeake Beach, translate into *occupied* housing units.

Historically, the U.S. Census has recorded a relatively high level of housing unit vacancy in Chesapeake Beach. Over time however, as seasonal housing has converted into year-round housing, the vacancy rate has fallen and the occupancy rate has risen. About 91 percent of all units were considered occupied in 2000, up from 72 percent in 1970. Housing unit occupancy in Town now approximates that found throughout Calvert County (about 92 percent).



The formation of new households, like population growth, has been strong over recent decades. Between 1970 and 2000, the Town added nearly 906 households (occupied housing units).



The most significant household growth occurred during the 1980's when households were added at an average annual rate of 5.57 percent per year. The table below compares annual growth rates in each decade with the 30-year annual average (4.65 percent).

Household Growth by Decade: Chesapeake Beach and Calvert County

	1970-1980	1980-1990	1990-2000	1960-2000
Chesapeake Beach				
Percent Change	46.6	71.9	37.2	-
Percent Rate of Growth	3.90	5.57	3.21	4.65
Calvert County				
Percent Change	93.7	58.3	49.8	-
Percent Rate of Growth	6.83	4.70	4.12	5.21

Formation of new households has outpaced population growth. The long-term reduction in average household size has made this possible. Between 1970 and 2000, average household size in Chesapeake Beach fell from 3.0 to 2.61 persons per household.

Like population and age, the make up of households is an important indication of community character. As shown below, 863 households, or about 71 percent of all households, were family-households in 2000—that is, they were composed of persons related to the householder by birth, marriage, or adoption. About 29 percent of households were considered "non-family households". Children were found to be part of 477 households.

Households in Chesapeake Beach: 2000

Households	Children in Household		Sum	% of Total Households
	Yes	No		
Family Households				
Married Couple Families	307	334	641	52.7
Male Householder, no wife	45	20	65	5.3
Female Householder, no husband	111	46	157	12.9
subtotal	463	400	863	70.9
Non-Family Households	14	340	354	29.1
Total households	477	740	1,217	100.0

Other relevant findings from the 2000 Census regarding households include:

- About 40 percent of households had children;
- About 15 percent of households had one or more persons 65 years of age or older;
- About 22 percent of households were one-person households; and
- About 77 percent of households were owner-occupied and 23 percent renter-occupied.

Economic Structure[4]

A basic analysis of the economic structure can help illuminate land development patterns, such as the composition and character of the commercial land use base. The zip code area encompassing Chesapeake Beach (20732) contains 104 private business establishments or 7 percent of the total establishments countywide[5].

[4] The sources of economic data provided herein are the U.S. Bureau of Economic Analysis, U.S. Census, and in particular the Census' County Business Patterns. Analysis, summary, and presentation: Jakubiak & Associates, Inc.
[5] Zip code 20732 does not encompass the Town of North Beach.

Business Establishments by Sector: Chesapeake Beach and Calvert County, 1999

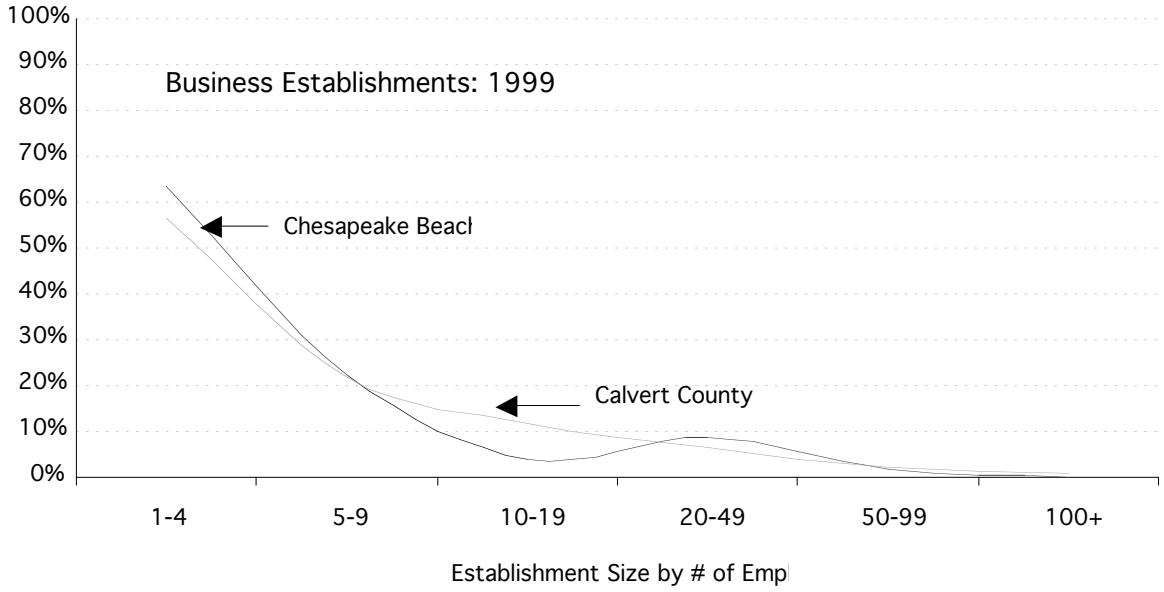
Industry Sector	Number of Establishments			
	Chesapeake Beach		Calvert County	
	#	% of Total	#	% of Total
Total Establishments	104	100.0	1,444	100.0
Forestry, Fishing, Agriculture Support	0	0.0	2	0.1
Utilities	0	0.0	5	0.3
Construction	21	20.2	353	24.4
Manufacturing	2	1.9	43	3.0
Wholesale Trade	0	0.0	36	2.5
Retail Trade	21	20.2	199	13.8
Transportation, Warehousing	5	4.8	61	4.2
Information	0	0.0	18	1.2
Finance, Insurance	0	0.0	55	3.8
Real Estate	5	4.8	60	4.2
Professional, Scientific, Technical Serv.	12	11.5	124	8.6
Management of Companies	0	0.0	5	0.3
Administrative Support, Waste Mgt., Remediation	11	10.6	72	5.0
Educational Services	1	1.0	13	0.9
Health Care, Social Assistance	1	1.0	128	8.9
Arts, Entertainment, Recreation	3	2.9	28	1.9
Accommodation, Food Services	12	11.5	91	6.3
Other Services	8	7.7	137	9.5
Unclassified	0	0.0	14	1.0

As shown above, relative to Calvert County, Chesapeake Beach has noticeably smaller groupings of establishments in two sectors: Finance and Insurance and Health. It has noticeably larger concentrations in four industry sectors:

- Retail Trade
- Professional, Scientific and Technical Services[6]
- Administrative Support, Waste Management, and Remediation[7]
- Accommodation, Food Services

The exhibit below shows the distribution of business establishments by employment class (i.e. 1-4 employees, 5-9 employees, etc.) in Chesapeake Beach and the County as a whole. Overall, Chesapeake Beach's business pattern is dominated by very small businesses, much like the countywide pattern. In fact, 63 percent of all establishments in Chesapeake Beach have fewer than four employees.[8]

[6] The twelve Professional, Scientific, and Technical establishments recorded in the 1999 County Business Patterns were distributed among 11 specialty areas, indicating no single professional concentration in Town.
[7] In Chesapeake Beach, these establishments primarily provide landscaping and janitorial services.
[8] Within the Washington Metropolitan Statistical Area, business establishments are much more evenly distributed among the various employment classes, with a lower share of establishments within the smallest employment class of 1-4 employees (53%).



The most striking difference in business size occurs in the class of establishments employing 10-19 people where less than 4 percent of business establishments in Chesapeake Beach have 10-19 employees, compared to about 12 percent in Calvert County. The largest employers in Chesapeake Beach are found in the Accommodations and Food Service sector and are exclusively restaurants.

Employment, Earnings, and Income

A broader view of economic character and change is discerned at the county and regional level. Between 1970 and 2000, the number of jobs in Calvert County increased from 6,200 to well over 20,000 jobs. During the same period, the number of jobs in the metropolitan area increased from 1.65 million to 3.4 million.

The imbalance in population and jobs in Calvert County means that a relatively high percent of residents commute to other locations for employment—most notably to Prince George's County and Washington, DC, and also to Anne Arundel, Charles, and St. Mary's Counties. Nearly 58 percent of the County's labor force commutes to locations outside of Calvert County.

Since 1970, the structure of the County and regional economy has shifted away from Agriculture toward the Retail and Service sectors. In terms of earnings from employment, the largest County industry sectors in 1999 were Services, Transportation and Pubic Utilities, and Government. Within the metropolitan region, Services and Government stand out as the largest industry sectors.

Earnings growth has been strong in Calvert County, relative to the region. Earnings of persons employed in Calvert County increased at an annual average growth rate of 7 percent between 1989 and 1999. This compares to an annual rate of increase within the metropolitan area of 5.4 percent.

County median household income (in inflation adjusted dollars) remained unchanged between 1990 and 1999 at $61,800. This income exceeded the level recorded in the Maryland portion of the Washington PMSA as shown below:

Median Household Income By Area: 1999

Area	Annual Income ($)
Washington PMSA - MD	60,500
Calvert County	61,800
Charles County	59,700
Frederick County	61,400
Montgomery County	68,500
Prince Georges County	55,000

2.3 NATURAL FEATURES

The Chesapeake Bay and the Fishing Creek floodplain and tidal marshes form the dominant natural system in Chesapeake Beach.

Fishing Creek enters the Chesapeake Bay in the Town of Chesapeake Beach. Sea level tidal marshes are surrounded by steeply sloping terrain reaching elevations over 125 feet above sea level in many places. Wildlife habitat, intact wooded uplands, and shoreline cliffs are present.

These and other key natural features and sensitive areas in Chesapeake Beach are documented thoroughly in the Town's adopted Chesapeake Bay Critical Area Program.

The Environmental Factors Map included here shows the location of steep slopes, the 100-year floodplain, and tidal marshlands and wetlands within and immediately adjacent to the Town. These features help define the limits of development potential.

Fishing Creek, Floodplain, Tidal and Non-Tidal Wetlands

Fishing Creek is a direct tributary to the Chesapeake Bay. Unlike most Maryland streams its size, Fishing Creek flows directly into the Bay rather than into a larger system of streams or rivers. In this respect, it is unique among streams in Maryland.

The watershed drained by Fishing Creek extends far beyond the Town's borders. It encompasses lands enclosed within familiar ridgelines: notable roads and highways follow these ridgelines such as MD 2 to the west and Dalrymple - Guy Hardesty Roads to the south. On the north, the watershed follows Mt. Harmony Road and MD 260 and extends north as far as 5th Street Extended. Human activity, including land development, within this area ultimately impacts Fishing Creek, its harbor in Town, and the Chesapeake Bay far more directly than would be the case if this were a more complicated stream system. This direct connection to the Bay also means that the Creek's aquatic wildlife is far more sensitive to water quality disturbances.

The mouth of Fishing Creek and the shoreline of the Chesapeake Bay (in much of the Town) are under structural control (bulk-heading or revetment). The shorelines, within much of the Town, are intensely developed in urban uses with impervious surfaces (parking, driveways, buildings). The area is largely devoid of natural vegetation and does not support natural riparian environments.

The Fishing Creek floodplain (as defined by the 100-year flood event), within the borders of Chesapeake Beach, encompasses nearly 300 acres. Part of this area is developed as is shown in the Environmental Factors Map. Flooding in this area is a natural potential occurrence, made more severe by existing impervious surfaces[9].

Most of the floodplain that is not developed is composed of tidal and non-tidal wetlands. These wetlands help attenuate flooding, prevent shoreline erosion, improve water quality, and provide protective habitat for native plants and wildlife[10]. They are critical to the quality and health of existing and future development throughout Chesapeake Beach.

---

[9] Regulations require that new development in the floodplain be elevated two feet above the flood elevation.

[10] The presence of the Fishing Creek tidal and non-tidal wetlands and the role they play in protecting tidal water quality established the justification for the Critical Area "exclusion area" which encompasses the now developing Bayview

Ground Water

The water producing formation underlying the Town is the Aquia. The top of this aquifer extends to about 300 feet below sea level. The current Town well is drilled into this formation at a depth of 500 feet below sea level.

Soils

The properties (such as depth to bedrock and drainage) of the soils underlying a community can severely limit land development. Soil types are inventoried in the Chesapeake Beach Critical Area Protection Program. Soil conditions are not limiting factors for development in Chesapeake Beach except with regard to three situations: tidal marsh areas, lands along streams and drainage ways, and steeply sloping terrain with high runoff potential. These soil types correspond to the sensitive natural features highlighted on the Environmental Factors Map.

Natural Heritage Area

The Maryland Department of Natural Resources has designated most of the southern panhandle of Chesapeake Beach, the Randall Cliffs Area, as a Natural Heritage Area[11]. Its combined geological, hydrological, and biological features are considered among the best in the State of Maryland. Habitat for three threatened / endangered species is found in the Randal Cliffs area as shown below.

Threatened / Endangered Species: Randall Cliffs Natural Heritage Area

Species	Habitat
Puritan Beetle	Intertidal zone, beach, cliff face, and upland forest along Bay shoreline
Plant: Red Turtle Head	Floodplain / non-tidal wetland areas to the west of MD 261
Plant: Glade Fern	Northeast-facing ravines and contiguous uplands between and above the ravines in the southwestern corner of the panhandle

Critical Area

Chesapeake Bay Critical Area law regulates development within designated areas in 16 Maryland counties, including Calvert County and, by extension, the Town of Chesapeake Beach. The Critical Area is a ribbon of land, 1,000 feet wide, extending from the head of tide of Chesapeake Bay shorelines, wetlands, and tidal tributaries.

Hills residential subdivision. As the underlying zone for the "exclusion area" is "Resource Conservation Area" it is shown as RCA on the Critical Area Map and included in the RCA category when calculating acreage within each zone.

[11] The Secretary of the Maryland Department of Natural Resources made this designation under the Threatened and Endangered Species Regulations. Under Critical Area law, special requirements attend to development within a Natural Heritage Area.

In the Town of Chesapeake Beach, the critical area encompasses 952 acres or about 65 percent of the entire Town. The law requires local jurisdictions to designate Critical Area lands as one of three development zones. These zones are shown on the Critical Area Map and the designation criteria are summarized below[12].

- Intensely Developed Area (IDA): Land developed with high-density residential or other high intensity uses including commercial.
- Limited Development Area (LDA): Land developed in low or moderate intensity uses and containing areas of natural plant and wildlife habitat.
- Resource Conservation Area (RCA): Land dominated by features such as wetlands, forests, and farmland.

Critical Area law places restrictions on land development within each zone. However, it permits lands designated LDA and RCA to be changed to IDA, which allows for greater intensity of use. The uses permitted in each zone generally reflect the designation criteria[13]. The current size of each zone is as follows:

Acreage in Critical Area Zones : 2001

Zone	Acres	% of Town
Intensely Developed Area (IDA)	307	21.0
Limited Development Area (LDA)	254	17.4
Resource Conservation Area (RCA)	387	26.5

Designation changes require use of a limited "growth allocation", which in 2001 amounted to 100 acres for Chesapeake Beach. This means that up to 100 acres of land presently designated LDA or RCA may be developed to the intensity permitted under the IDA designation. The Town has not used any of its growth allocation.

[12] Elaboration of Critical Area land use designation criteria can be found in the Town's Critical Area Protection Program.

[13] This is the case except in the area of the Bayview Hills subdivision, which while located in the RCA zone, was designated an exclusion area, permitting its current medium density residential development.

2.4 LAND USE

The way the land is used impacts the resources important to Chesapeake Beach including roads, community facilities, and the marshlands, streams, and other environmental features. This overview considers land use in areas surrounding Chesapeake Beach and in the Town proper. Land use maps illustrate how population and economic activities are distributed over the landscape.

Surrounding Area Land Use

The Surrounding Area Land Use Pattern Map illustrates the general distribution of land uses through the northeastern portion of Calvert County. It should be noted that nearly 30 percent of all housing units in the area shown on the map are located in the Town of Chesapeake Beach. Three observations are most relevant:

1. Lands permanently preserved through public and/or private land preservation programs form the Town's western border. Residential development, including the Summer City community, largely forms the border on the south and the Town of North Beach forms the border on the north.

2. Except for very small centers, non-residential development (mostly commercial) is confined to the Towns of Chesapeake Beach and North Beach.

3. The vast majority of land outside of the Towns is developed in a very low-density pattern accessible by a network of County roads.

Town Land Use

The Town Land Use Map illustrates the land use pattern. Four observations are most relevant:

1. Environmental features, including floodplains, tidal marshlands, steeply sloping woodlands, and streams separate residential neighborhoods throughout Town. Development has been constrained by natural features resulting in small residential enclaves.

2. The most prominent land use is residential. Residential building types and densities vary from high-density (up to 20 units/acre) multi-family structures along the Bay front, to low-density (2-4 units/acre) single-family homes along Old Bayside Road.

3. Throughout the Intensely Developed Area (IDA), the shoreline of Fishing Creek and the Chesapeake Bay has been developed. Residential and commercial sites are concentrated in relatively high densities. Impervious surfaces (buildings, parking, driveways) occupy the first 100 feet of land extending from the water's edge and/or wetlands—the generally recognized stream buffer. This is the Town's activity center.

3. Commercial uses occupy positions along MD 261. To some extent, such uses are becoming more prevalent in residential neighborhoods north of MD 260. Overall, retail operations (restaurants and convenience shopping) dominate the commercial land use base. Office space is generally absent.

4. Except for lands with environmental constraints, little undeveloped land remains within the center of Town, though many parcels could be more fully developed as market conditions evolve. Large undeveloped parcels are limited to the south end, or panhandle, of Chesapeake Beach, where over 100 acres outside of the Critical Area are undeveloped. Development potential at this location is constrained by environmental factors.

2.5 TRANSPORTATION AND CIRCULATION

This overview considers current highway, transit, and pedestrian facilities throughout Chesapeake Beach. It also considers how the Town's settlement pattern helps and hinders vehicle and pedestrian movement.

Regional Highway Access

Major traffic movement in and out of Chesapeake Beach is confined to two highways: MD 260 (Chesapeake Beach Road) and MD 261 (Bayside Road). These highways are also the primary routes to the communities along the Bay from points north and south of Town. The Regional Location Map in Section 1 of this report illustrates the highway network.

MD 260 connects Chesapeake Beach to Annapolis via MD 2 and Washington DC via MD 4. It is a four-lane divided highway between Mt. Harmony Road and the Town's limits. The State Highway Administration's (SHA) Highway Needs Inventory includes the reconstruction of MD 260 to four lanes from Mt. Harmony Road to MD 4[14].

MD 261 is a rural two-lane highway. It parallels the Chesapeake Bay from MD 263 (Plum Point Road) north through the Towns of Chesapeake Beach and North Beach into Anne Arundel County before connecting to MD 2 near the village of Friendship[15]. Within the center of Town, MD 261 features two lanes plus a continuous left-hand turning lane. Its capacity is constrained somewhat at the Fishing Creek Bridge and its intersection with Harbor Road.

SHA traffic counts show that traffic has more than doubled in Town since 1970.

Traffic Volumes on MD 260 and 261: 1970 and 2000

	Vehicles per Day		Annual Rate of Growth
Section of Highway	**1970**	**2000**	
MD 260 West of MD 261	5,500	11,450	2.47
MD 261 North of MD 260	3,700	8,725	2.90
MD 261 South of MD 260	5,275	13,650	3.20

[14] The Highway Needs Inventory is SHA's long-range planning tool, with no timeline or funding commitments.
[15] The Calvert County Transportation Plan recognizes MD 261, in combination with Stinnett and Wilson Roads, as an important link between Prince Frederick and Chesapeake Beach.

Regional and County Transit Access

The Maryland Transit Administration provides area residents with express (freeway-flyer) bus service to Washington, DC. The service operates five trips per day beginning in North Beach before proceeding west on MD 260[16].

Calvert County Public Transportation (CCPT) provides fixed-route transit service in Chesapeake Beach over MD 261 and MD 260 as part of its Route No. 2 service between the Twin Beaches and Prince Frederick. CCPT also operates its Route No. 4 service between Prince Frederick, North Beach, and Dunkirk[17]. It provides door-to-door service to senior citizens traveling to medical appointment and shopping in North Beach and Chesapeake Beach.

Local Circulation and Safety

The original town road network is based on a grid layout with MD 261 being the main axis. Intersections and multiple driveways to adjacent property have been permitted along MD 260 an MD 261 in Town. In this way, the older sections of Chesapeake Beach are interconnected despite significant environmental constraints.

Newer roads, particularly in the Bayview Hills and Richfield Station neighborhoods follow conventional suburban layouts featuring curvilinear streets and cul-de-sacs. Because of environmental constraints, these subdivisions do not directly connect to the original Town road network.

The Town owns and maintains about 14 miles of paved roadway. It does not maintain Old Bayside Road west of MD 261, which is under County jurisdiction. Traffic is controlled by traffic signals at two intersections: MD 260 @ MD 261 and MD 261 @ Harbor Road. Each experiences some delay and congestion during morning and evening peak periods. Pedestrian safety is also a serious concern at both locations, especially at the intersection of MD 260 and MD 261 where sidewalks are missing.

Chesapeake Beach is sufficiently compact and generally organized in a way that promotes walking. This is especially the case in the older residential neighborhoods along MD 261, which are served by a grid street pattern. The most intensely developed part of Town lies along a one-half mile section of MD 261. This area also contains a mix of commercial and institutional land uses that complement the residential character of Chesapeake Beach.

It is generally recognized that an average walker can cover one-quarter of a mile in five minutes. For context, this ratio puts Beach Elementary School within a ten-minute walk of the Twin Beaches Community Center. The Town Hall, the Chesapeake Station Shopping Center, and other commercial and civic uses are all within a reasonable walking distance of most housing located between 30th Street and Old Bayside Road.

Newer residential neighborhoods along MD 260 are farther removed from the center of Town and are less accessible. The proposed Fishing Creek walking trail would connect these outlying areas to the center.

Lack of sidewalks hinders residents from capitalizing on the Town's favorable layout and mix of uses. Walking now is most difficult along MD 261 where sidewalks are absent and vehicular traffic volumes are high. Streetscape improvements in preliminary planning stages would help resolve this problem and improve pedestrian safety.

[16] The Calvert County Transportation Plan recommends that a new express bus route be added connecting Prince Frederick to Annapolis, when warranted by demand. This service could serve Chesapeake Beach commuters if a park-and-ride lot were located in the Owings area.

[17] Ridership on the County transit system consists almost entirely of residents who do not have access to a private automobile.

2.6 COMMUNITY FACILITIES AND SERVICES

Community facilities and services described here include those elements of infrastructure which are most impacted by growth and development[18].

Community facilities and services sustain and strengthen towns as populations grow, if their capacity, quality, and accessibility are looked after.

Many jurisdictions and agencies, both public and quasi-public, provide the community facilities that serve Chesapeake Beach.

Public Water Supply

All developed portions of the Town are served with public water, except for homes along Old Bayside Road west of F Street. The source of the Town's water supply is a well, drilled 500 feet below sea level near the west end of 15th Street. It has a maximum 24-hour capacity of 700,000 gallons. The Town is developing an additional well at or near Richfield Station residential subdivision to provide added capacity and a backup to the Town's existing system.

Public Sanitary Sewer Service

The Public Sewer System Map shows the extent of the existing public sewer system within the Town of Chesapeake Beach. The system also serves portions of Calvert County, the Rose Haven and Holland Point communities of Anne Arundel County, and the Town of North Beach.

The wastewater treatment plant (WWTP) has a design capacity and permitted flow of 1.18 million gallons per day (gpd). In 2000, it handled average flows of about 638,000 gpd[19]. The Town's five year Capital Improvements Program, which is a guide to capital improvements, calls for expanding the plant to 1.5 million gpd in FY 2005.

Chesapeake Beach's portion of current plant capacity—that is, its allocated capacity approximates 508,800 gpd. The Town is using about 65 percent of its allocated capacity, or about 330,700 gpd.

Depending on the magnitude of future growth, the Town may be required to expand the treatment plant beyond that which is currently proposed and/or negotiate the transfer of capacity from the aforementioned jurisdictions. Public sanitary sewer service in Chesapeake Beach is provided through an enterprise fund meaning that expansions of capacity are financed by new system users and are not funded through the General Fund of Town government.

It is worth noting that a study is underway to document the level of inflow and infiltration into the sewer system, which is thought to be significant. Resolving this problem would free up capacity in the treatment plant, though the extent of this is unknown.

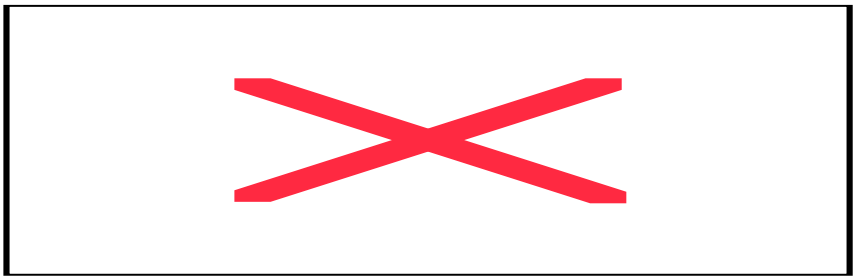
---

[18] With the exception of transportation facilities, which are discussed under the heading, Transportation and Circulation.

[19] Source: the Maryland Department of the Environment (MDE). In addition, according to MDE, the "Combined Average of 1999 and 2000 Flows" was 609,000 gpd, meaning that in 2000 the "Gross Adjusted Available Flow" was established at 571,000 gpd.

Schools[20]

The Calvert County Board of Education operates the local public school system. Under current school districting, the four schools shown below serve Chesapeake Beach residents[21]. The County plans to add a new high school in 2004 and to expand the capacity of Northern High School by 300 students.



Beach Elementary is located at the intersection of MD 261 and Old Bayside Road, within the Town's corporate limits. Windy Hill Elementary is located on Boyds Turn Road just west of Town and lies adjacent to Windy Hill Middle School. The County opened both schools in the late 1990's. Northern High School is located in the Dunkirk area. The new high school will be located in Huntingtown.

Public Library

Calvert County operates the public library in Chesapeake Beach. The Calvert County library system includes a central library, located in Prince Frederick and three branch libraries: the Southern branch in Lusby, the Fairview branch north of Huntingtown, and the Twin Beaches branch in Chesapeake Beach.

The Twin Beaches branch rents 4,240 square feet of space in Chesapeake Beach at the intersection of MD 261 and Harbor Road. The Calvert County long-range capital improvement program recommends that the library be expanded to 10,000 square feet. The County has not allocated funding to this proposal.

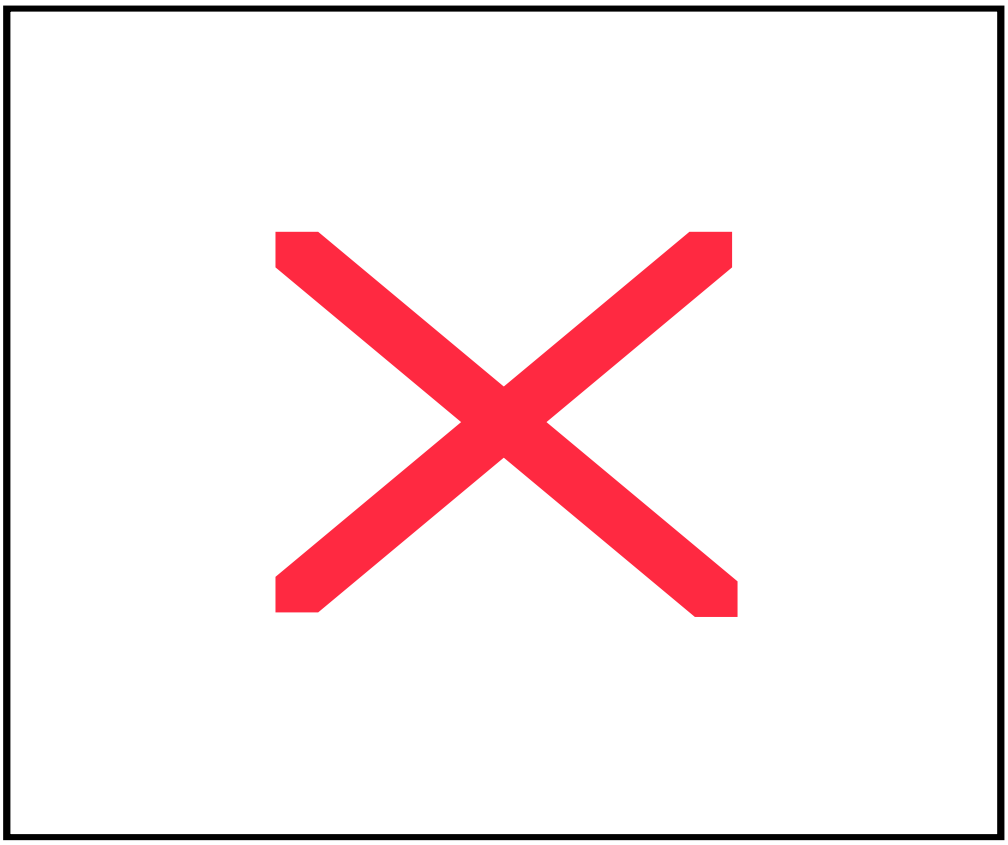
The Southern Maryland Library Association (SMLA) serves the library system in Calvert County as well as in Charles and St. Mary's Counties. As part of the State Library Network, SMLA coordinates interlibrary loans and other coordinating services between public libraries in southern Maryland and the statewide library system.

[20] Source of school capacity and enrollment data: Calvert County Board of Education and Calvert County Department of Planning and Zoning.

[21] The Calvert County Adequate Public Facilities Ordinance (APFO), which generally restricts approval of residential building permits until adequate school capacity is found to be available, does not apply to the incorporated municipalities of Chesapeake Beach and North Beach. Thus, residential development in the Town is not constrained by area school capacity issues as regulated by Calvert County. However, school impact fees, which are assessed on per dwelling unit basis to help cover the costs of expanding school capacity, are collected in Chesapeake Beach.

Park and Recreation Facilities

Chesapeake Beach is well served by local public park and recreation facilities. These are summarized below.



Chesapeake Beach is an important component of the Calvert County Land Preservation and Recreation Plan. That Plan recommends a three-tier approach to countywide parks and recreation development:

1. Establish a series of countywide parks along the Bay and Patuxent River that contain the best remaining features of the natural environment.

2. Establish parks and both active and passive recreational facilities within town centers, including Chesapeake Beach.

3. Link town centers together through countywide networks of trails and open spaces.

Calvert County provides countywide parks, which are expanded as warranted by demand. Presently there are no such parks in the northeast section of Calvert County, though the Northeast Sector Plan proposed that one be developed on lands west of Town along Fishing Creek[22].

In keeping with the County Land Preservation and Open Space Plan, the Town is implementing its long-planned Fishing Creek Trail. It will be built in part over the abandoned Chesapeake Railroad right-of-way. The Town and County have cooperated to secure needed rights-of-way within Town limits through acquisition and easements. The trail will connect the new residential neighborhoods of Bayview Hills and Richfield Station to the center of Town.

A component of the trail is Fishing Creek Park, located on the south side of Fishing Creek. The park will encompass nearly 120 acres. The Fishing Creek Trail will eventually connect to a regional hiker-biker trail envisioned by County and State agencies.

Fire and Police Protection

The North Beach Volunteer Fire and Rescue Department provides fire protection in Chesapeake Beach. The company's service area encompasses about 20 miles from Town. The company has a mutual aid agreement with other companies in Calvert County as well as some in Anne Arundel County.

Its physical plant, totaling 3.65 acres, is located on MD 261 within the Town of Chesapeake Beach. There are no current plans to expand the existing plant or to add other fire companies in the area.

The Maryland State Police and the Calvert County Sheriff's Office provide police service in Chesapeake Beach. The Town contracts with the County Sheriff's Office under a resident deputy program. The Town Hall is considered a sub-station for this purpose, though its policing role is limited to office uses.

Hospital and Emergency Facilities

The primary medical care facility available to Chesapeake Beach is Calvert Memorial Hospital located in Prince Frederick. The facility is a full service community hospital with 92 licensed beds (and 18 transitional care beds).

The hospital's primary service area encompasses Calvert County and communities lying adjacent to the County, including those in Anne Arundel, Charles, and St. Mary's Counties. This area takes in a population of 124,800.

Calvert Memorial Hospital provides both emergency and outpatient services. Travel time for ambulance service from Chesapeake Beach is estimated to be 15 minutes. The hospital also has an urgent care facility in Dunkirk.

Calvert Memorial is now constructing the Twin Beaches Community Health Center in North Beach, adjacent to the North Beach Town Hall along MD 261. This 3,160 square feet center will provide primary health care and preventive care such as immunizations, parenting and adolescent counseling, wellness screenings, and educational programs. Emergency care services will remain at the hospital in Prince Frederick.

[22] The Town of Chesapeake Beach, the Town of North Beach, and Calvert County adopted the Northeast Sector Community Facilities Plan in 1990.

SECTION 3 - FUTURE CONDITIONS

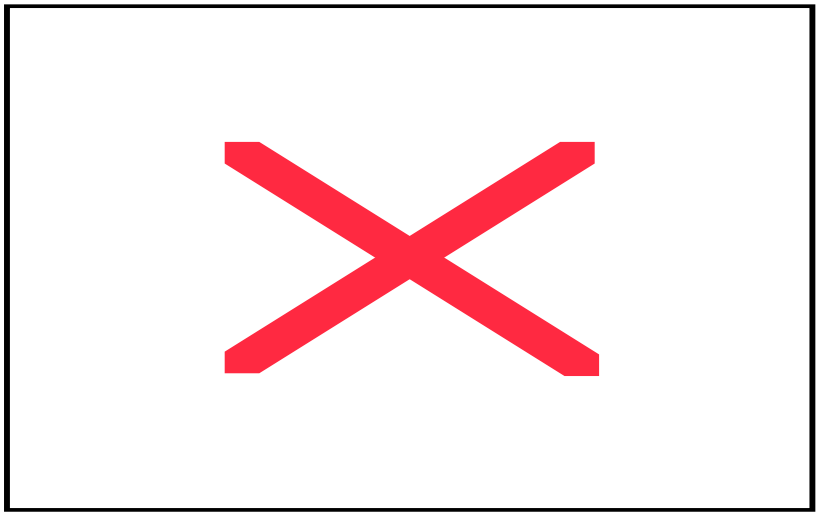
Forces already set in motion suggest what level the population may reach by 2010. The magnitude and character of growth beyond 2010 is less certain and more likely to be impacted by policies set forth in this Comprehensive Plan. However, it does seem that Chesapeake Beach will remain a desirable place for residential development for decades to come.

The purpose of this section is to:

- *Document the magnitude of growth anticipated through 2010*
- *Document the potential impact of this growth on key community facilities and services*
- *Document primary development opportunities and constraints*
- *Summarize the factors that will contribute to the long-term desirability of Chesapeake Beach as a place to live*

3.1 HOUSEHOLD AND POPULATION GROWTH

The Town of Chesapeake Beach issued many residential building permits in the late 1990's as shown below:



Many of the residential units permitted during 1999 and 2000 will be constructed and occupied in the early years of the current decade. Many more permits may be anticipated through 2010.

- About 450 units remain to be developed in the Richfield Station subdivision and most if not all may be absorbed by 2010[23].
- About 40 additional units may be anticipated in the Bayview Hills subdivision before it is built-out.
- The Town has approved 80 apartment/condominium units in the Horizons on the Bay project and construction is anticipated in the very near future.
- Infill lots previously platted and residential projects with concept approval will contribute to household growth over the next decade.

Combined, these factors alone mean that the annual average growth rate anticipated between 2000 and 2010 should outpace that recorded over the last 30 years[24]. Indeed, a far greater number of new households will come on-line each year during the next decade than in any previous decade documented in this report.

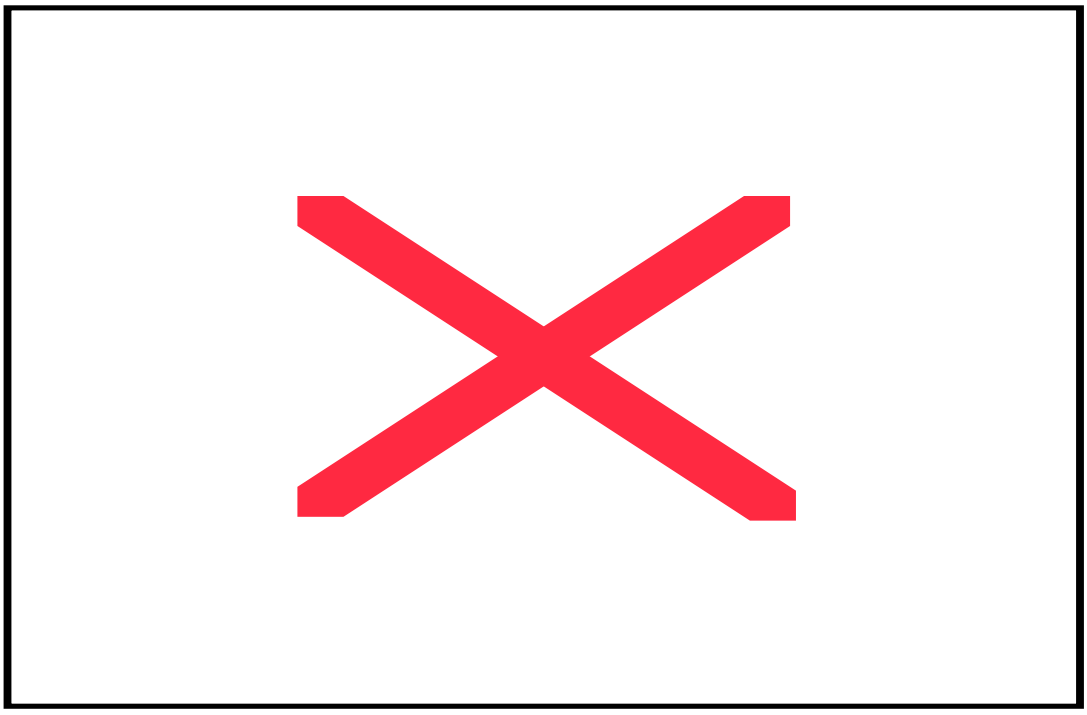
Potential residential development on lands presently zoned Low Density Residential in the southern "panhandle" section of Chesapeake Beach may also contribute to household growth during the next decade.

In summary, nearly 600 units are already programmed for construction. It is not at all unreasonable to conclude that an additional 150 units may be added through infill and/or development on currently undeveloped parcels. The Comprehensive Plan therefore projects a 5.0 percent annual rate of growth in households from 2000 to 2010.

Translated into actual dwelling units, this projection means that the Town may expect an additional 760 units, or on average about 76 new units per year, through 2010. The projection is illustrated below.

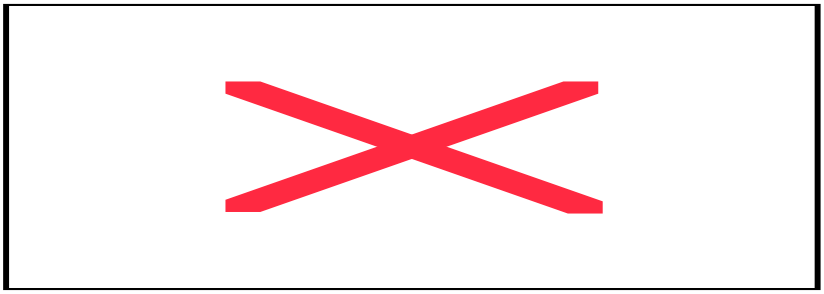
[23] As noted in the October 1999 report by Holler Associates, L.L.C. entitled Chesapeake Beach Planning for Entry into a New Century; the developers of the two largest residential subdivisions in Town anticipate absorption rates in the range of 60 to 70 units per year. Both acknowledge that this estimate exceeds recent history.

[24] As shown in Section 2 of this report, the number of households increased at a rate of 4.65 percent annually between 1970 and 2000. During these years, the 4.65 percent rate of growth translated into about 30 new households per year on average. Even during the rapidly growing 1980's, households were added at an average rate of only about 37 per year, which is substantially smaller that what may be expected over the next decade.



The household projection may be converted into a population figure by multiplying it by an estimated average household size. The Comprehensive Plan projects that household size will continue to decline in Chesapeake Beach, by about 3 percent between 2000 and 2010[25]. By 2010, average household size may approximate just over 2.5 persons per household, down from 2.6 in 2000.

The table below summarizes the 2010 household and population projections for Chesapeake Beach.



[25] The Maryland Department of Planning projects a 3 percent decline in average household between 2000 and 2010 for Calvert County. Given that townhouses and apartments will comprise a larger share of the town's housing stock (50% of new units in Richfield Station are expected to be townhouses), it is reasonable to assume continued reduction in Chesapeake Beach's average household size.

For context, the Maryland Department of Planning projects that the population of Calvert County will grow by 16 percent from 74,560 to 86,600 by 2010. In so doing, it will post a 1.5 percent annual rate of growth[26]. Should both the County and Town projections hold true, the Town's population would approach 5.8 percent of the County's population by 2010[27]. By comparison, in 2000, the Town's population comprised 4.3 percent of total County population.

3.2 IMPACT ON COMMUNITY FACILITIES AND SERVICES

This section describes the impact of the projected population and household levels, and the currently approved major non-residential development projects, on infrastructure and community facilities.

Public Sanitary Sewer and Water Supply[28]

The Town's Five-Year Capital Improvements Program (CIP) includes, in year 2005, an expansion of the wastewater treatment plant. This does not reflect a commitment on the part of Chesapeake Beach to make the improvement. Instead, it recognizes that such an improvement may be needed in the out years of the five-year program. As described below, expansion of the Town's allocated capacity, whether through capital improvement or reallocation of overall capacity among the plant's jurisdictional partners will be needed to accommodate anticipated development in Town[29].

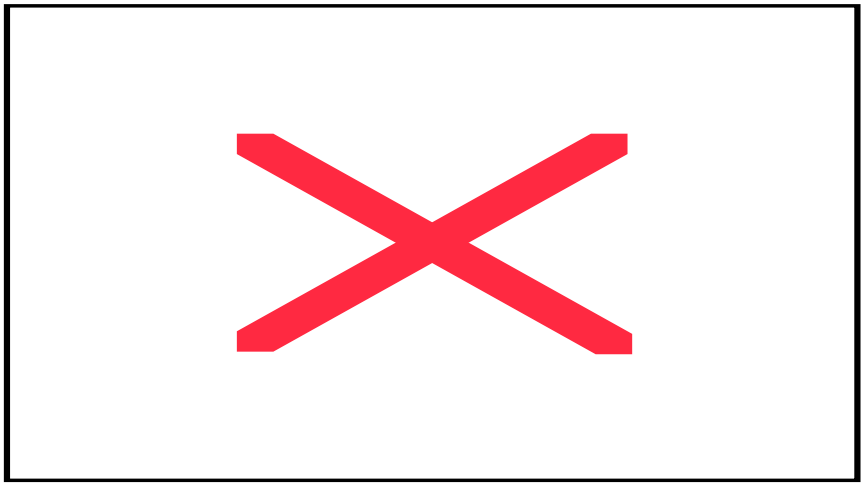
As shown in the table below, in 2000, the wastewater treatment plant had a capacity of 1.18 million gallons per day (gpd). Chesapeake Beach's share, or its allocated capacity, approximated 500,000 gallons per day (gpd). Of that capacity, less than 180,000 gpd remain today as "available capacity". It is important to consider that the development projects already approved, in either concept or final form, will use nearly all of this remaining capacity or about 170,000 gpd.

[26] This projection is quite a bit lower than the level previously held by both the State and Calvert County – 95,000. It reflects the County and State view that the countywide comprehensive rezoning completed in the late 1990's will substantially reduce new residential development through 2010. If the County population does grow to 95,000 by 2010 as previously projected, Chesapeake Beach would still comprise about 5.2 percent of total County population. For comparison, the Town's share of County population has been as follows: 1960 (4.6%), 1970 (4.5%), 1980 (4.1%), 1990 (4.7%), and 2000 (4.3%).

[27] It would also mean that about 15 percent of new County residents would locate in Chesapeake Beach over the next 10 years.

[28] Public sanitary sewer service and water supply in Chesapeake Beach are provided through an enterprise fund meaning that expansions of capacity are financed by new system users and are not funded through the General Fund of the Town government.

[29] Future development of the following ongoing or planned projects *alone* may be expected to generate an additional 170,000 gallons per day of wastewater by 2010: Richfield Station, Bayview Hills, Horizons on the Bay, Chesapeake Beach Hotel, and Fishing Creek Landings Marina.



The capital expansion listed in year 2005 of the CIP, approximating 320,000 gpd, would increase the Town's allocated capacity to about 829,000 gpd. This is enough to accommodate development projected through 2010 plus a sizable amount beyond that (an equivalent of about 1,500 dwelling units).

Any development, residential or non-residential, beyond this equivalent amount would likely require further (and currently unplanned) expansions of the treatment plant and/or changes in the allocation formula among the plant's jurisdictional partners[30].

In summary, expansion of the allocated capacity at the treatment plant is needed. With it in place, development expected over the next decade may proceed. The physical expansion of the plant, which is currently programmed in the CIP, will allow for a level of residential development beyond that projected in this report. If expanded as planned, the "available (remaining) capacity" in 2010 may be expected to accommodate up to 1,500 equivalent dwelling units[31]. Provided allocated capacity is expanded, public sewer service does not appear to be a constraining factor on development through the near future.

Public water supply facilities also do not appear to be a constraining factor on future development. Current plans to drill a new well and build a new storage tank will serve demand through the near future. No problems are expected with future water quality.

Roads and Highways

Population and household growth will impact the road and highway system. While it is not possible to predict the exact nature of that impact, some basic inferences may be drawn.

- Between 1970 and 2000, traffic on MD 261 through Chesapeake Beach, grew at an annual rate of just over 3 percent. In 2000, MD 261 carried about 13,650 vehicles per day. Should traffic continue to grow at about 3 percent per year through 2010, MD 261 would carry over 18,300 vehicles per day and likely experience congestion during morning and evening rush hours.

[30] The Town may also add some capacity at the treatment plant by resolving inflow and infiltration problems. The amount of capacity to be achieved through these means is not yet known, but believed not to be significant.
[31] It is generally recognized that an equivalent dwelling unit (edu) generates flows of about 200 gpd. For comparison, while commercial uses vary widely in flows generated, an overall average used for estimating flows for commercial projects, for long-term planning, is 0.18 gpd/sf.

- New development along MD 261, within the limits of Chesapeake Beach and beyond, will contribute to traffic congestion, but to varying degrees. It is critical to acknowledge that normal traffic congestion in Chesapeake Beach is generally limited to morning and evening rush hours and, to some extent, weekends.

  Land uses that add large amounts of traffic to area roads during the morning and evening peak travel periods will add to congestion. Those that contribute only small amounts of traffic during peak periods will contribute less to traffic congestion. The land development projects currently in plan approval stages (see Section 2) are a mix of high and low peak-period traffic generators.

- MD 261, between MD 260 and Old Bayside Road is the most vulnerable link in the Town's road system. The capacity of MD 261 with its two travel lanes and continuous left hand turning lane is limited. It cannot be widened further without significant impact to adjacent properties and a new bridge over Fishing Creek.

- Traffic congestion in Chesapeake Beach is seasonal owing to the Town's recreational and tourist attractions. This speaks to the need for better management of parking, signing, and increased pedestrian amenities.

- The single largest component of future growth through 2010 and the largest traffic generator in Chesapeake Beach will be the Richfield Station residential community.

  Its impact to MD 261 is limited however due to two factors. First, it does not directly access MD 261. Second, because most peak period trips generated by the community are headed to and from Annapolis and points within the Washington metropolitan area, Richfield Station will not impose heavy traffic volumes on MD 261 during peak periods.

  The implication: over half of Town's projected households will not impact the most vulnerable link in the Town's road system, MD 261, during times of congestion.

- Increased congestion and delay for vehicles will occur at the following intersections:

  MD 260 and MD 261
  Harbor Road and MD 260
  Old Bayside Road and MD 261
  Harrison Boulevard and MD 260

- Residential development along MD 261 beyond the borders of Chesapeake Beach will likely contribute to peak period congestion in the center of Town because MD 261 via MD 260 is still the most efficient route to the regional highway system.

In summary, MD 261 is the most vulnerable part of the road system. The actual impact of any new development project will depend on its location and on its trip generation characteristics. Land uses that generate their greatest traffic when the surrounding road system is being under utilized (during non-rush hours) will not significantly degrade the capacity of area roads.

3.3 DEVELOPMENT OPPORTUNITIES AND CONSTRAINTS

A comprehensive plan must acknowledge the opportunities for sound development and the factors that constrain development. The following list is drawn from this and the foregoing sections of this report.

Opportunities

Compact Nature of the Town
The compact nature of Chesapeake Beach can promote accessibility, convenience, and community cohesiveness. Most commercial and institutional activities are within walking distance of most residents. Compactness is a prerequisite for a healthy and vibrant town.

Infill Potential
While large unused parcels are rare in Town, many smaller parcels are unused or underutilized. It is possible for the Town to accommodate commercial and residential growth at these locations.

Marina Development
Potential exists for vibrant and economically sustaining development within the marina areas along Fishing Creek. Space exists for a sizable increase in the intensity of marina and related tourism-oriented development. With good urban design, additional development may become an attractive asset within the Town's center.

Connecting Neighborhoods
Great opportunities exist for connecting the neighborhoods of Chesapeake Beach together and for connecting the neighborhoods to the Town's center. Trails may be built that "bridge" the sensitive resource areas and provide for alternative means of travel throughout Chesapeake Beach. Sidewalks can be built where there are none.

Open Spaces on Western Edge
Calvert County, through its land preservation programs has permanently preserved large tracts of land on the western edge of the Town. These lands are very close to Fishing Creek and their preservation helps protect water quality, wildlife habitat, environmental health, and recreational opportunities.

Sensitive Natural Areas
Opportunities exist for preserving natural resource lands and sensitive sites for the benefit of future generations. The Town abounds in natural and sensitive environmental resources. As mentioned above, they provide opportunities for recreation. Also very importantly, these features will sustain Chesapeake Beach as it continues to grow from within. This is especially the case with respect to the large wetland areas, which help attenuate flooding, purify water, and support wildlife. As density increases, the importance of these natural features will grow.

Constraints

Sensitive Natural Areas
Marshlands, floodlands, and steep slopes limit the location of future development. The Town has largely conformed itself to these features as it has developed over time and will need to continue to recognize these constraints.

Geographic Expansion Limited
The geographic growth of the Town is limited. The Town borders North Beach on the north, permanently preserved lands on the west, the Summer City residential community and U.S. Naval Research Lab on the south, and the Chesapeake Bay on the east. Land to the south, between Old Bayside Road and MD 261 may accommodate future expansion of Town borders if annexation were found to be in the Town's interests.

Transportation Capacity
MD 261 will become more congested over time. It is the only north/south route for the Town; serving both as a Main Street and a regional highway link. The capacity of MD 261 is limited and the highway cannot be widened further without significant impact to adjacent properties and a new wider bridge over Fishing Creek.

Limited Developable Land
Most developable lands within Town are in some form of developed use already. The lack of developable lands may give rise to an increasing number of land use disputes, as potentially conflicting activities are pressed closer together. In future years, demand for new development will need to be accommodated through thoughtful and well-designed infill.

3.4 FACTORS IMPACTING LONG-TERM DEVELOPMENT

Three important and interrelated factors are helping to ensure that Chesapeake Beach remains an attractive location for new residents. The implication is that growth pressures should remain strong in Chesapeake Beach.

Waterfront Location
Chesapeake Beach is one of only a handful of Maryland municipalities located on the Chesapeake Bay. The Town's shoreline with the Bay extends 2.3 miles. It offers a very scenic location with quality waterfront recreational opportunities.

Regional Location
Chesapeake Beach is located within the Washington Primary Metropolitan Statistical Area (PMSA), one of the wealthiest and fastest growing metropolitan areas in the United States. It encompasses about 4.5 million people and 3.4 million jobs. By 2020, the Washington PMSA will have added about 1.3 million residents.

Chesapeake Beach is located within 30 miles of Washington D.C. and may continue to be seen as an attractive option in the following residential real estate market segments: second and/or seasonal homes, retirement, and single-family attached and detached.

Growth Management Policies
County and State growth management polices seek to direct new residential and commercial development to planned and designated growth areas. These areas, known under Maryland growth management policy, as primary funding areas, include municipalities such as Chesapeake Beach.

The State of Maryland, largely through its funding of infrastructure, seeks to support capital projects that promote development within primary funding areas and to discourage projects that promote dispersion of population and employment.

In addition, Calvert County's Zoning Ordinance limits most commercial and high density housing to designated growth areas known as town centers. This policy may have the effect of directing some development into Chesapeake Beach that would otherwise locate outside of Town.

In addition, the Calvert County Adequate Public Facilities Ordinance, which restricts approval of residential building permits until adequate school capacity is found to be available, does not apply to the incorporated municipalities of Chesapeake Beach and North Beach. Thus, residential development in the Town is not constrained by area school capacity. However, County school impact fees, which fund new school construction, are collected in the Town.

3.5 SUMMARY

In summary, Chesapeake Beach may expect more residential development between 2000 and 2010 than it experienced during any other decade. Between 2000 and 2010, the Town's population may be expected to grow from 3,180 persons to about 5,000. The number of households may grow from just over 1,200 to nearly 2,000.

The Town will need to expand its capacity in the public sewer system. The proposed expansion in the current 5-year CIP would accommodate projected (2010) household growth, currently approved non-residential projects, and a sizable amount of additional development. Public water supply will also be adequate through the near future. MD 261 and MD 260 will experience congestion under projected conditions and key intersections will need to be monitored to ensure they handle future traffic safely.

This section also reviewed key development opportunities and constraints in Chesapeake Beach. These have factored heavily into the design of the new Comprehensive Plan, which is presented in the next section of this report.

SECTION 4

THE COMPREHENSIVE PLAN

The Comprehensive Plan focuses development and conservation policy on the issues facing Chesapeake Beach through the near future. The Plan is long-range, general, and comprehensive. It also implements the "visions" set forth in Article 66B of the Maryland Annotated Code.

- Development is concentrated in suitable areas;
- Sensitive (natural) areas are protected;
- Stewardship of the Chesapeake Bay and the land is a universal ethic;
- Conservation of resources, including a reduction in resource consumption is practiced;
- Economic growth is encouraged and regulatory mechanisms are streamlined;
- Adequate public facilities and infrastructure are available or planned in areas where growth is to occur; and
- Funding mechanisms are addressed.

The objectives and policies set forth below are drawn from public input and the research and analyses presented in Sections 1 through three of this report. The Comprehensive Plan integrates the elements required by State planning law under five themes[32].

- Development in Balance with Natural Resource Systems
- Development in Balance with Community Character
- Development in Balance With The Pattern of the Town
- Development in Balance with Community Facilities and Services
- Development in Balance with Regional Planning Policies

4.1 INTRODUCTION

As described throughout this report, Chesapeake Beach is a small town in a remarkable and sensitive natural setting. It is a collection of residential neighborhoods and commercial districts on the shoreline of the Chesapeake Bay and the banks of Fishing Creek. Its lands rise from sea level to elevations over 125 feet allowing breathtaking views of the Chesapeake Bay. Along the bay front south of Fishing Creek, bluffs rising to 30 feet in height dominate the shoreline topography. Houses, stores, and institutions are arranged throughout Town on lands divided by floodplains, tidal marshlands, and steeply sloping upland forests.

[32]The Town Planning and Zoning Commission prepared this Comprehensive Plan as called for by Article 66B of the Annotated Code of Maryland. Article 66B requires that a town comprehensive plan contain the following: a statement of goals, a land use element, a transportation element, a community facilities element, an element that contains the Commission's recommendations for land development regulations to implement the plan, and a sensitive areas element.

Chesapeake Beach is a mostly compact town with multiple land uses in close proximity to each other. In this way, it represents the very model of town development that urban planners seek to replicate elsewhere. The core of the Town is its activity center. Civic buildings and retail shops are within walking distance of nearly half of the Town's households. This area is characterized by a historic pattern of waterfront development, which included fishing, marina, and recreational uses. It is now developed in water-related commercial and residential uses and marina activities.

Within the region, Chesapeake Beach is a desirable place for multiple types of housing. It is a tourist destination. It is located within one of the most prosperous metropolitan areas in the United States and, over the next decade, it will grow faster than in any previous decade.

This Comprehensive Plan seeks to guide projected growth and development in a way that:

- Respects the current settlement pattern and town character, and
- Improves the quality and sustaining benefits of natural resource systems.

This is a long-term endeavor, extending generations into the future, but it is an endeavor, which recognizes that unique and vital ecological relationships exist in Chesapeake Beach. The importance of the underlying natural resource systems will continue to grow over time as development occurs.

Much work has been accomplished. The Town has adopted a Critical Area Protection Plan. This Plan establishes the policies and regulations that protect sensitive natural areas. The Town has incorporated those regulations into its Zoning Ordinance and Subdivision Regulations.

Citizen committees have achieved great accomplishments for Chesapeake Beach—the boardwalk along the Bay front, Veterans Park, and gateway landscaping along MD 260. Two such committees are underway now. They are working to improve the streetscape and build sidewalks along MD 261 and to build the Fishing Creek hiker/biker trail. County and State representatives are contributing to these efforts.

This Comprehensive Plan builds on these and other accomplishments. It acknowledges key environmental constraints and aims to protect sensitive areas. It seeks to protect and sustain residential neighborhoods. It seeks to improve safety and convenience for pedestrians and minimize future traffic congestion. It promotes community health, safety, economic development, resource conservation, and a high level of aesthetic design. It advances the sound planning initiatives adopted by neighboring jurisdictions and is consistent with statewide growth management and conservation policy and planning legislation.

The principles, objectives, and polices of the Chesapeake Beach Comprehensive Plan are descriptive. To the extent possible, they relate directly to the built and natural environments. This is very important. Future generations will judge the lasting worth of our vision by observing the Town and the physical changes that will have occurred under guidance of this Plan.

4.2 DEVELOPMENT IN BALANCE WITH NATURAL RESOURCES

Background

Regulations and procedures regarding natural resources and sensitive areas are embodied in the Town's adopted Chesapeake Bay Critical Area Protection Program and incorporated into the Zoning Ordinance and Subdivision Regulations. The Critical Area encompasses 65 percent of the Town. The adopted Critical Area Protection Program is, by reference, made part of this Comprehensive Plan.

Per Article 66B, this Comprehensive Plan establishes policies to protect sensitive areas[33]:

- Land areas with slopes of 15 percent or greater;
- Streams and their buffers;
- The 100–year floodplain; and
- Threatened and endangered species habitats.

This Plan reaffirms the protective measures set forth in the Town's zoning and subdivision regulations.

Guiding Principles

- Sensitive natural areas play significant roles in the quality and health of Chesapeake Beach. Marshlands and wetlands help attenuate flooding, prevent shoreline erosion, improve water quality, and provide protective habitat for native plants and wildlife. Steep slopes left in natural conditions help minimize flooding, soil erosion, and pollutant runoff. They also provide wildlife and plant habitat. Floodplains convey and store floodwaters. Buffers along streams help maintain water quality and support aquatic plant and wildlife.

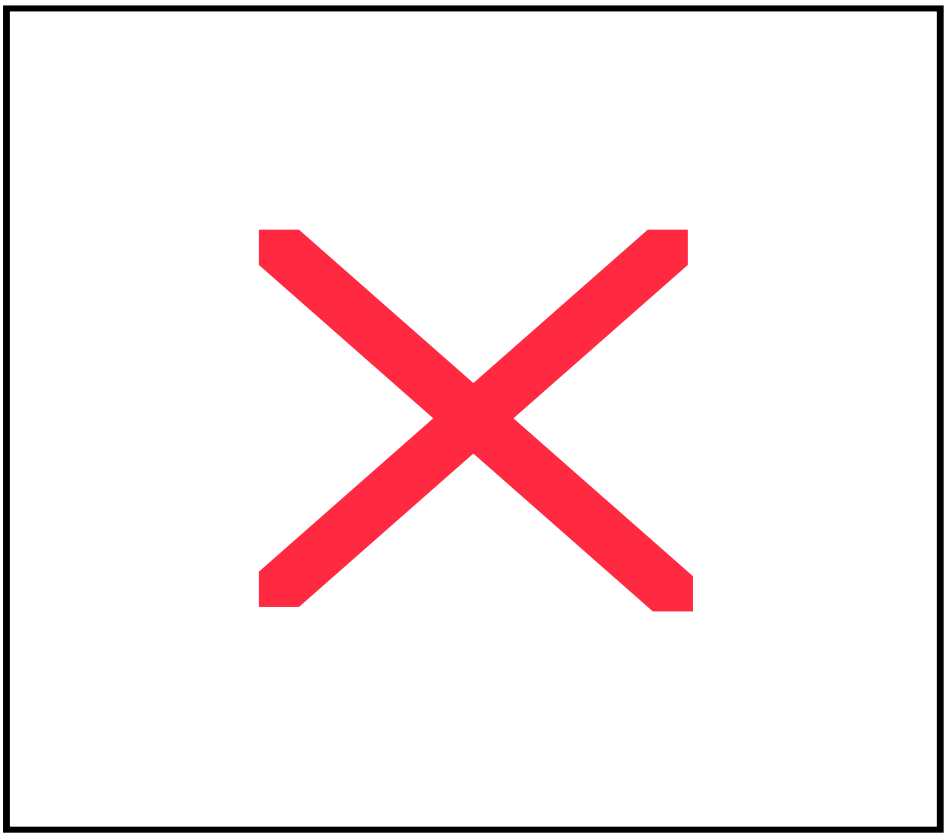
- Natural areas also provide form to urban development. They define the edges of intensely developed areas and they provide wide, open spaces. Together these resources add to scenic beauty. Natural areas can link residential communities together and in doing so can become useful elements in town planning; they become environmental corridors.

- The underlying qualities of the land help determine which land uses are viable. Certain uses are incompatible with natural conditions and can cause irreparable harm for future generations. The Land Use / Natural Area Compatibility Table shows the theoretical relationship between intensities of development and the underlying resource base. It provides a guide, in principle, to sound development and conservation.

- When a historic settlement pattern prevents certain underlying sensitive areas from fulfilling their natural functions, it is often preferable to continue that development pattern. This is especially the case when it is clear that public health and safety can be ensured, adverse impacts to other resource areas can be minimized, other important public needs or objectives must be met, and importantly, over the long-term, improvements can be made to those underlying sensitive areas [34].

- Growing *in balance with natural resources* for Chesapeake Beach means building upon its historic settlement pattern while seeking to improve the functions of the underlying natural systems.

[33] These are described and mapped in Section 2 of this report.
[34] These areas have thus been exempted by state review agencies from the strict application of critical areas regulations.



Proposition

It is reasonable to conclude that as development or redevelopment occurs, Chesapeake Beach will benefit from acknowledging its natural resources and from systematically promoting the re-emergence of elements of the natural environment especially in the 100-foot buffer along Fishing Creek and the floodplain.

Objectives

- The remaining natural environmental features and sensitive areas and the key roles they play in sustaining life and property in and around Chesapeake Beach are protected.
- A community of landscaped and natural spaces is developed that knits together Chesapeake Beach as it grows.
- Gradually, key natural functions of the floodplain and the 100-foot buffer of Fishing Creek reemerge as property in these areas is thoughtfully developed and redeveloped.

Policies and Actions

1. Use the Town Zoning Ordinance and Subdivision Regulations to ensure that, where possible, new development avoids sensitive areas.

2. Review site plans for proposed development to ensure that all reasonable measures are taken to protect sensitive areas both during and after development.

3. In redeveloping intensely developed areas, acknowledge the role and functions that buffers play and, to the extent possible, plant buffers in natural and/or landscaped vegetation to improve water quality and scenic beauty. Over time, reduce impervious surface area within the floodplain and 100-foot buffer of Fishing Creek.

4. Protect the Randall Cliffs Natural Heritage Area from development and use the land only for resource conservation activities including low impact recreational, educational, or institutional activities[35].

5. On undeveloped lands planned for residential development, cluster new home sites on the least environmentally sensitive areas. When clustering, rely on the overall dwelling unit density rather than rigid minimum lot sizes to determine the number of homes that may be built. It is possible under this approach to reduce individual lots sizes and thereby avoid unnecessary impacts to natural resource areas. This flexibility should be used in preserving woodland areas, steep slopes, drainage ways, scenic vistas, etc.

6. Institute an urban forestry program aimed at substantially increasing the number of trees in the developed portion of the floodplain and preserving standing wooded areas throughout Chesapeake Beach, particularly those wooded areas that can connect to other natural areas to form environmental corridors.

[35] As described in Sections 2 and 3 of this report, the Randall Cliffs Natural Heritage Area encompasses threatened and endangered species habitat.

4.3 DEVELOPMENT IN BALANCE WITH COMMUNITY CHARACTER

Background

Currently, the Town Zoning Ordinance permits a level of incompatibility among land uses that could rapidly change the character of existing residential neighborhoods. In parts of Town, various types of commercial and high-density residential uses, which are now permitted by right but are not yet built, are incompatible with the small town character residents seek to protect in their neighborhoods.

The strong demand for housing in the region and the shrinking supply of available land within Calvert County continue to make Chesapeake Beach a center of growth and development. Much of this development will take the form of infill—that is, the use or reuse of vacant or underutilized parcels of land.

Guiding Principles

- Safe and peaceful neighborhoods are a vital resource.

- The "performance" of land uses is vitally important. The potential impact to surrounding properties (noise, traffic, visual blight, parking demand, etc.) is the basis of conflict between land uses. The Land Use Compatibility Table on the next page illustrates the relative compatibility among land uses.

- Infill development and/or redevelopment can occur in a manner that respects the size, scale, and use of existing neighborhoods. Successful infill maintains and/or restores spatial continuity to streetscapes; strengthens neighborhoods; respects historic preservation, existing vistas, and natural resources; and introduces compatible uses that complement existing community attributes and needs.

- Growing *in balance with community character* for Chesapeake Beach means accommodating new development opportunities in a way that reinforces the small town character of neighborhoods, streets, and buildings.

Proposition

It is reasonable to conclude that as new development or redevelopment occurs, Chesapeake Beach will benefit from pursuing thoughtful infill development strategies that respect community character--neighborhoods, building styles, and architecture.

Objectives

- Safe and peaceful neighborhoods where new land uses are compatible in performance, appearance, and scale with residential properties.

- High standards of design and aesthetics guide property development and redevelopment within Chesapeake Beach.

- The major public vistas of the Chesapeake Bay remain open and available for future generations to enjoy.

Policies and Actions

1. For those neighborhoods where commercial uses have been permitted under current zoning, redefine the Zoning Ordinance to permit only the mix of low-intensity uses, which is compatible with residential character.

2. Insist on excellence in site design and architecture throughout Chesapeake Beach. Minimize automobile oriented site planning, which includes drive-through service windows and large roadway setbacks.

3. Keep the architecture of new buildings consistent in style, materials, size, and scale with neighboring properties.

4. Insist on strict enforcement of current appearance and building codes to uphold and improve, as needed, the appearance and quality of existing development and buildings.

5. Protect the remaining public vistas of the Chesapeake Bay, the locations of which are illustrated on the Pathways and Vistas Map. The Town should protect public vistas with zoning and development plan review. In cases where Bay front development or redevelopment is planned, the developer should provide for public vistas of the Bay from points outside of the project.

6. Treat landscaping as an integral part of site planning and design to accentuate public and private spaces, contribute to community identity, prevent visual blight, buffer incompatible land uses, and improve the function of the natural environment.

7. The Land Use Compatibility Table is meant to guide development and zoning decisions, especially within the mixed-use areas shown on the Comprehensive Land Use Plan Map. In making zoning decisions, the Town should consider whether permitted uses would be compatible with surrounding existing and proposed uses. The Land Use Compatibility Table shows where compatible relationships exist between different land uses (at three levels: low, medium, and full compatibility) and where incompatible relationships exist.

4.4 DEVELOPMENT IN BALANCE WITH THE PATTERN OF THE TOWN

Background

Chesapeake Beach grew along the road that is now MD 261 with neighborhoods fronting the Bay and recreational and marina uses along Fishing Creek. It is largely a compact town with multiple land uses in close proximity to each other. Sensitive natural resource areas separate its neighborhoods from each other.

Now MD 261 must provide for regional traffic and serve as "Main Street". The capacity of the highway is limited, and expanding capacity by widening the highway or by building a Town bypass route does not appear possible or desirable[36].

The Town's historic activity center—the area around Fishing Creek, which encompasses the marina--has great potential for vibrant and economically sustaining water-related and mixed-use development. Space exists there for a sizable increase in the intensity of real estate development. In recent years, the private sector has acknowledged this potential and the Town has begun to anticipate the need for streetscape improvements and pedestrian amenities.

Guiding Principles

- Just as peaceful neighborhoods are a resource to protect and promote so too are vibrant mixed-use activity centers, especially when they capitalize on a community's unique historic and natural settings.

- When a town is compact and accessible, residents and visitors can easily access activity centers and the opportunities within them. In small towns, institutional uses such as libraries, community centers, and government and civic buildings should remain in or near the center of town in a mixed-use setting.

- Small towns can capitalize on their compact nature by building pathways along existing roads, between existing roads, and through natural resource areas. Sidewalks and bike paths provide an alternative to vehicles for many trips made within a town that is interconnected.

- With proper operation and management, highways that pass through small towns can serve a dual function (regional highway and "Main Street"). Good management of parking and driveways, efficient intersection control, and separating pedestrians from vehicles support mobility as towns develop into pedestrian oriented activity centers.

- Certain land uses contribute high traffic volumes to local streets during the peak (rush) hours. Other uses contribute far less traffic during these times. In balancing development pressures in the face of limited highway capacity, a community can consider the trip generation characteristics of land use development.

- Growing *in balance with the Pattern of the Town* for Chesapeake Beach means directing new development opportunities into arrangements that optimize connectivity and accessibility and minimize the need for travel by vehicle within the Town.

Proposition

[36] In addition, it is not likely that either alternative would further the long-term economic development interests of Chesapeake Beach, not to mention the protection of town character and environmental quality.

It is reasonable to conclude that as new development or redevelopment occurs, Chesapeake Beach will benefit from promoting mixed-use development in a way that protects neighborhoods, provides for commercial development opportunities, and creates a vibrant activity center surrounding the Fishing Creek Bridge where a combination of natural resources, the historic settlement pattern, and the views of the Bay and Fishing Creek make for a unique and visually pleasing setting. Chesapeake Beach will benefit as it optimizes connectivity and accessibility throughout Town and beyond. The Town can benefit from pursuing policies that elevate the importance of pedestrian convenience and safety.

Objectives

- A land use development pattern that is built on the underlying network of roads, streets, and environmental corridors and promotes connectivity among neighborhoods, centers, and land uses.
- The Town's center becomes a vibrant marina and activity center where land is developed and redeveloped in a compatible mixed-use pattern. A combination of water-dependent, water-related, and non-water-related uses would reflect the role that this area has as an important activity center for Chesapeake Beach[37]. It also reflects the Town's interest in year-round economic development.
- Gradually, the built environment along MD 261 through Town is intensified as new buildings are built on underutilized parcels and are situated closer to the street and closer to each other.
- A commercial base that is balanced to the needs of those living in and around Chesapeake Beach and supports tourism. Commercial uses that serve local residents and tourists include restaurants, marinas, hotels, shops, etc.
- Long-term transportation access and circulation throughout Chesapeake Beach is protected.
- Pedestrian and bicycle safety is increased with priority given to local pedestrian movements through the center of Town even at the cost of slowing vehicle travel speeds and increasing travel times along MD 261.

[37] Water-dependent uses include those uses that require a waterfront location such as ferry passenger services and marina and moorage areas. Water-related uses include those that may be helped by a waterfront location but do not necessarily have to be on the water such as seafood processing, aquariums, parks, and restaurants.

Policies and Actions

1. Follow the Comprehensive Land Use Plan Map as a guide in land use decision-making. The land use categories shown on the map are summarized below.

Comprehensive Land Use Plan Categories

Land Use Category	Emphasis of Plan	Character and Purpose	Example Uses
Resource Conservation	Conservation	Protect natural resources, preserve recreational opportunities	Single-family residential, certain low impact institutional uses, recreation
Low Density Residential	Living	Promote quiet residential setting	Single-family residential, certain low impact institutional uses
Medium Density Residential	Living	Promote quiet residential setting	Single-family residential, certain low impact institutional uses
High Density Residential	Living	Promote quiet residential setting	Single-family and multi-family residential, certain low impact institutional uses
Mixed-Use, Low Intensity	Primary: Living Secondary: Working	Promote a quiet residential setting and a compatible and healthy mix of residential, institutional, and low impact commercial uses	Residential, institutional, low impact commercial uses such as professional and medical/dental offices
Mixed-Use, Medium Intensity	Primary: Living Secondary: Working, Shopping	Promote medium intensity urban development including a mix of residential, commercial, and institutional uses	Residential, convenience retail, office, institutional uses
Mixed-Use, High Intensity	Living, Working, Shopping, Tourism	Promote the development of a high intensity mixed use destination focused on tourism, shopping, civic and residential uses	Retail, shopping, office, employment, marina, multi-family housing, institutional, recreation uses

In the table above, the residential categories are subdivided into three levels of density: low, medium, and high. The Plan recommends that residential be the primary use in each of these areas and that the density of housing reflect the category designation.

The mixed-use categories are also subdivided into three groups. Each encourages residential development but varies with respect to the level of non-residential intensity. The term "intensity" refers to the performance of the non-residential activities[38]. In the Mixed-Use Low Intensity area, for example, commercial uses shown to be capable of functioning compatibly with nearby housing can be permitted by zoning, whereas those commercial uses that are incompatible with housing can be prohibited by zoning[39]. As shown in the table above for instance, a dentist office could function compatibly with surrounding residential uses and be an asset to a neighborhood. Overall, however, the Plan's primary emphasis in the Mixed-Use Low Intensity area is residential. By contrast, within the Mixed-Use High Intensity area, the Plan recommends a far greater number of

[38] For example, non-residential uses that generate impacts such as heavy traffic, crowds, noise, odors, visual blight, etc. are considered *high intensity* uses. Those that perform more as residential uses are considered *low intensity*.
[39] The Land Use Compatibility Table should be used as a guide in this respect.

non-residential uses and emphasizes non-residential activities, such as working, shopping, and tourism.

The Comprehensive Plan Map (and table above) along with the Land Use compatibility table should be used as a guide in making zoning and land use decisions. This is particularly the case with respect to the Mixed-Use areas. Using the Comprehensive Plan as a guide, specific uses and densities should be decided in relation to surrounding uses and the likely impacts to surrounding uses.

2. Revise the Zoning Ordinance to bring it into conformance with the Comprehensive Plan.

3. Revise the Zoning Ordinance to reflect the needs and requirements of sound infill development practices. Encourage infill on vacant, abandoned, or underutilized parcels of land.

4. Consider giving preference through zoning to residential uses along the Bay front in those areas where residential use has been established.

5. Within the center of Town, permit a mix of commercial, office/employment, civic, and residential uses in close proximity to each other and within the same buildings.

6. Pursue the enhancement and economic development of the marina areas, permitting flexibility in the regulation of development and redevelopment to promote environmentally sensitive and economically vibrant activities.

7. Replace the Fishing Creek Bridge with a new structure that provides more vehicular and pedestrian capacity especially at the Harbor Road intersection and is tall enough to permit larger boats to pass under, which is in keeping with this Plan's aim to develop the marina to its potential.

8. Along MD 261, south of MD 260, give preference to land uses that do not generate their peak demands during normal rush hours. Such uses include hotels, senior housing, retirement communities, churches, medical and dental office buildings, hardware stores, restaurants, furniture stores, banks and financial institutions[40].

9. Allow new office space along MD 261 north of MD 260. Any new office buildings should be compatible in style and scale with neighboring residential buildings. The Town should promote new office space with zoning, detailed planning for shared parking, streetscape infrastructure, and cooperation with state and county economic development officials and programs.

10. Develop a system of sidewalks and bikeways that connect all neighborhoods to each other and to the center of Town (see the Pathways and Vistas Map). Build a pedestrian path and/or bikeway over the Fishing Creek marshlands to provide a pedestrian route to the center of Town for residents of the Bayview Hills and Richfield Station subdivisions[41].

[40] Land uses that generate peak demands during the normal rush hours and thus could contribute disproportionately to congestion on MD 261 include: business offices, shopping centers, automobile care centers, gasoline service stations, single-family housing, apartments, and multi-family housing.
[41] The use of this trail system is estimated to be high for both residents and visitors.

11. In the design and development of the marina and other locations throughout Town, locate future bus stops and/or transit shelters.

12. Investigate the use of a local transit shuttle service in cooperation with North Beach to provide an alternative means of travel throughout the Twin Beaches, especially during peak seasonable periods.

13. Improve the streetscape along MD 261 though the center of Town to improve pedestrian safety and accessibility and overall street aesthetics[42].

14. Monitor conditions at the key intersections in Town and evaluate options to improve safety and reduce congestion over time.

15. Develop a coordinated approach to minimize seasonal traffic congestion through Town.

[42]Major funding for this project would come from the Maryland Department of Transportation's Neighborhood Conservation program.

4.5 DEVELOPMENT IN BALANCE WITH COMMUNITY FACILITIES AND SERVICES

Background

The number of households in Town may be expected to grow at an annual average rate of 5 percent per year through 2010. Many of the community facilities and services on which residents and business rely will need to be expanded to accommodate this growth. Some needs have already been recognized: the Twin Beaches branch library expansion, Fishing Creek Park, and public water and sewer services. Many jurisdictions and agencies provide the community facilities and services that serve Chesapeake Beach.

Guiding Principles

- Community facilities and services sustain and strengthen towns as population grows, provided their capacity, quality and accessibility are looked after.

- Community and civic facilities are best when they are highly accessible to the resident populations they are intended to serve and expanded as warranted by demand.

- The programming of capital facilities through a Capital Improvement Program provides both public and private development sectors the intelligence needed to make sound real estate investments.

- Growing in balance *with community facilities and services* for Chesapeake Beach means recognizing capacity constraints where they exist and ensuring that adequate and accessible services are provided in a cost effective manner.

Proposition

It is reasonable to conclude that as new development or redevelopment occurs, Chesapeake Beach will benefit from programming the expansion of community facilities and services to correspond to demand and ability to pay.

Objectives

- Water and sewer services are expanded as needed to serve planned development.

- A sense of community identity throughout Chesapeake Beach is enhanced through the quality and accessibility of community facilities and services.

- Existing facilities and services are maintained, improved, and optimized as the Town grows.

Policies and Actions

1. Locate new and/or redeveloped civic buildings in the Town's center along pedestrian ways. Renovate and/or expand the Town Hall.

2. Develop a signing program that directs pedestrians and motorists to civic and recreational uses in Town.

3. Begin to identify an acceptable location for the planned expansion/relocation of the Twin Beaches branch library. As with other civic building, it should be located in the Town's center.

4. Build an indoor swimming facility in Chesapeake Beach.

5. Continue to improve the Town's public water and sewer systems.

6. Expand public water supply and wastewater treatment capacity and infrastructure to serve anticipated development as warranted by demand.

7. Continue to monitor growth and development and work cooperatively with police and fire agencies to ensure that current levels of service are maintained over time.

8. Cooperate with the County on school issues to ensure that the schools attended by the Town's children retain their quality and accessibility.

9. Continue to program the maintenance of roads, sidewalks, and storm water management infrastructure.

4.6 DEVELOPMENT IN BALANCE WITH REGIONAL PLANNING POLICIES

Background

County and State growth management polices seek to direct new residential and commercial development to planned and designated growth areas. These areas, which have become known as primary funding areas, include Chesapeake Beach.

Because of State and County growth management policies, Chesapeake Beach is a target for new housing and non-residential development. The inherent conflict in this must be acknowledged: one of the most sensitive and unique environmental areas will accommodate a larger and larger share of the regional housing burden. About 15 percent of the new housing units built over the next decade in Calvert County can be expected to be located within the Town. This speaks to a need for long-term cooperation on the part of the State and County with Chesapeake Beach.

Currently, the schools and library in the Town are operated by Calvert County and the two main roads are State-owned. The Maryland Departments of the Environment and Natural Resources, including the Critical Area Commission, also figure heavily in regulations concerning land conservation and development.

The sanitary sewer treatment plant is operated by Calvert County with capacity at the plant being shared among the County, North Beach, Chesapeake Beach, and nearby communities in Anne Arundel County. The capacity of the plant allocated to Chesapeake Beach is limited and will need to be expanded to accommodate anticipated development.

Principles

- Implementation of a town's priorities and plans can be advanced when a town coordinates the planning of local projects with the broader policy goals of other jurisdictions and agencies of government.

- Cooperation among jurisdictions is important for long-term plan implementation because it:

    - Clarifies varying goals and the roles of stakeholders in development decisions.

    - Recognizes the sources and directs the uses of political and technical input and support.

    - Helps define priorities and guide the allocation of resources by eliminating conflicts and linking previously un-related efforts.

    - Helps to yield structures and response systems, which can link the Town with non-local public and private resources.

- Growing in balance *with regional planning polices* for Chesapeake Beach means working with other units and agencies of government to help shape and implement polices to address issues of mutual concern.

Proposition

It is reasonable to conclude that as new development or redevelopment occurs, Chesapeake Beach will benefit from continued cooperation with the State agencies of government, Calvert County, the Town of North Beach, and other concerned levels and units of government.

Objective

- Coordination with neighboring jurisdictions and other governmental units and agencies contributes to sound and responsible regional growth and development policies.

Policies

1. Continue to work with the State and Calvert County to improve the streetscape along MD 261, to replace the bridge at Fishing Creek, and to achieve other projects that meet shared objectives.

2. Cooperate with the County and Town of North Beach to ensure that public transit services are expanded as needed to serve commercial and residential areas.

3. Work with County and State community and economic development officials to promote the development of office space in Chesapeake Beach.

4. Concerning the wastewater treatment plant, continue to work with Calvert County and the other jurisdictional partners to ensure that capacity is available to Chesapeake Beach as it accommodates a larger share of County growth and development.

5. Continue to cooperate with the State Highway Administration in the improvement of intersection control at key locations.

6. Cooperate with Calvert County in the review of land development and conservation projects located outside of Chesapeake Beach when such projects may impact Town interests, including the quality of Fishing Creek, the development of countywide recreational amenities, and the capacity of area roads.

7. Cooperate with the Town of North Beach and the Calvert County library system to ensure that the proposed 10,000 square foot library meets the programming needs of the towns' residents.

4.7 IMPLEMENTATION

Implementation brings people together so that their interactions produce successful outcomes. The Town of Chesapeake has a record of proven success with implementation. While maintaining a small and efficient government, the Town has successfully directed the energies of interested and concerned citizens to achieve positive results.

Recent examples include Veterans Park and the Bay front boardwalk. Ongoing examples include the MD 261 streetscape plan and the Fishing Creek park and trail plan. In each case, through its citizen volunteers, the Town has cooperated with outside units and agencies of government.

Citizen involvement and leadership should continue to be an element of plan implementation with professional assistance provided where needed.

Funding Mechanisms

Public sanitary sewer service and water supply in Chesapeake Beach are provided through an enterprise fund, meaning that expansions of capacity are financed by new system users and are not funded through the General Fund of Town government. This should remain so.

The Town maintains a five-year Capital Improvement Program (CIP). It is a financial planning tool allowing the Town to schedule infrastructure priorities with available revenues. It identifies capital projects and revenue sources, which in any given year may include general obligation bonds, general fund balances, and County, State, or federal payments. The Town should continue to utilize its CIP.

The Town should continue to work cooperatively with the funding programs administered by Calvert County and State agencies to implement key priorities. Each of these agencies has a long-term interest in promoting the harmonious and prosperous development of Chesapeake Beach.

Regulatory Mechanisms

Zoning regulates the use of land and the intensity and character of development and redevelopment. It is perhaps the most effective tool in guiding a Town's physical development. As previously discussed, changes will need to be made to the Zoning Ordinance and Map so that they conform to the Comprehensive Plan.

Chesapeake Beach should adopt specific zoning guidelines to promote compatible infill development and good urban design.

Subdivision Regulations establish the requirements and standards for the subdivision of land and the construction of infrastructure to serve new development. In addition, they establish the requirements and standards for ensuring that adequate public facilities such as street capacity and public water and sewer services are maintained. Developers of all significant projects should continue to be required to submit a study of their impacts on the Town's public facilities and services.

The Town should continue to follow its Chesapeake Bay Critical Area Protection Program and update it as required by law and/or changing conditions, making the requisite changes to zoning and subdivision regulations.

Continued Planning Program

Town planning is a continuous process. The monitoring and review of public and private development projects is an essential task. This Comprehensive Plan provides a guide to the Town as it considers new projects and programs.

Chesapeake Beach should formally re-evaluate and update this Comprehensive Plan six years from its adoption. This is required by Article 66B of the Annotated Code of Maryland.

The Town's Planning and Zoning Commission should conduct a yearly assessment of growth and development in conjunction with their Annual Report responsibilities per Article 66B. The annual report should be made available to Town residents and neighboring jurisdictions.

All proposed capital projects in Chesapeake Beach that affect physical growth and development should be referred to the Planning and Zoning Commission for review per Article 66B of the Annotated Code of Maryland.

4.8 CONCLUSION

In conclusion, it is valuable to place this Comprehensive Plan in context. It is a third-generation plan. It represents the latest chapter in the Town's long-range planning program. Chesapeake Beach adopted its first and second comprehensive plans in 1971 and 1990, respectively.

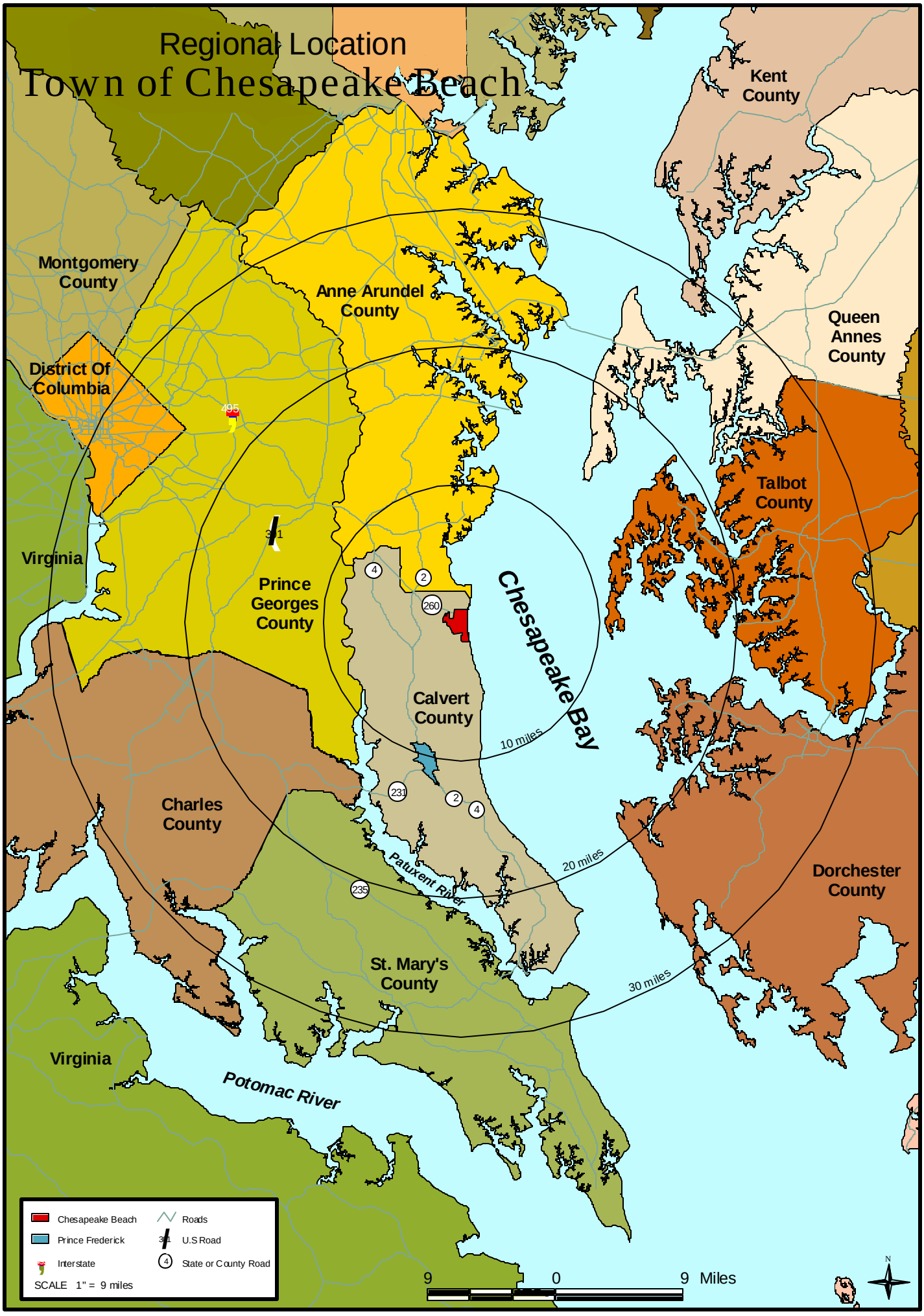
While this latest Plan is focused on present and future issues and opportunities, it reaffirms the basic goal of the 1971 plan: A community with a scenic atmosphere and attractive setting for homes, which retains and improves its tourist-oriented economic viability.

It is worth noting that this new Comprehensive Plan acknowledges two factors about the present and the future.

First, the largest decade of growth lies ahead. Chesapeake Beach can accommodate forecast growth. It can direct development into arrangements that enhance community character and protect residential neighborhoods. This Plan provides a guide.

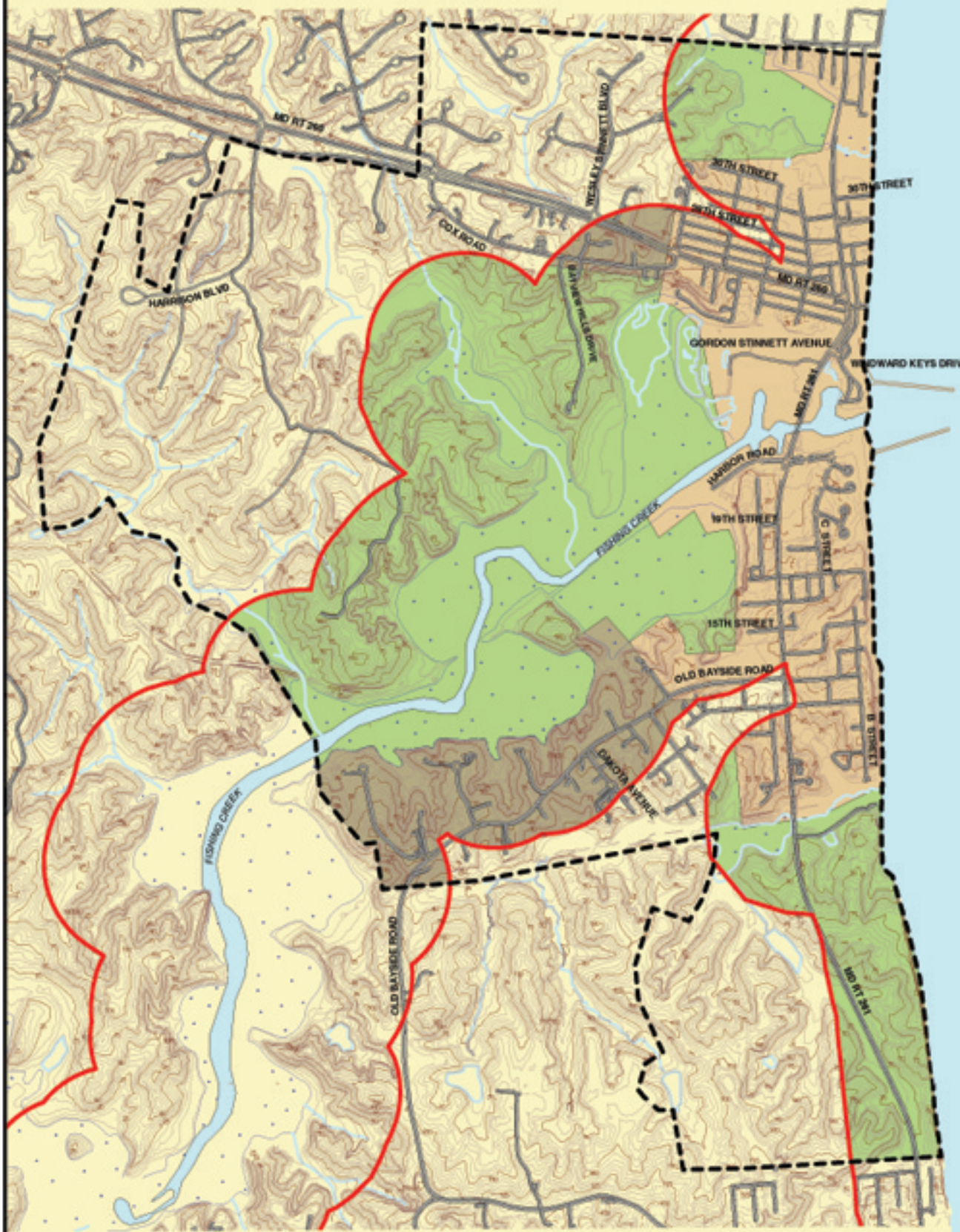
Second, the benefits supplied by the Town's underlying natural resources will become even more crucial as the Town develops. Chesapeake Beach is a sensitive natural setting. This Plan seeks to protect and enhance the resources upon which the Town depends.

Like the previous two plans, this Comprehensive Plan recognizes that unique and vital relationships, between Town residents and their natural community, will continue.


Regional Location
Town of Chesapeake Beach
Kent County
Montgomery County
Anne Arundel County
Queen Annes County
District Of Columbia
Talbot County
Virginia
Prince Georges County
Chesapeake Bay
Calvert County
10 miles
Charles County
20 miles
Patuxent River
Dorchester County
St. Mary's County
30 miles
Virginia
Potomac River
Chesapeake Beach
Prince Frederick
Interstate
Roads
U.S Road
State or County Road
SCALE 1" = 9 miles
9 0 9 Miles
N

Critical Area

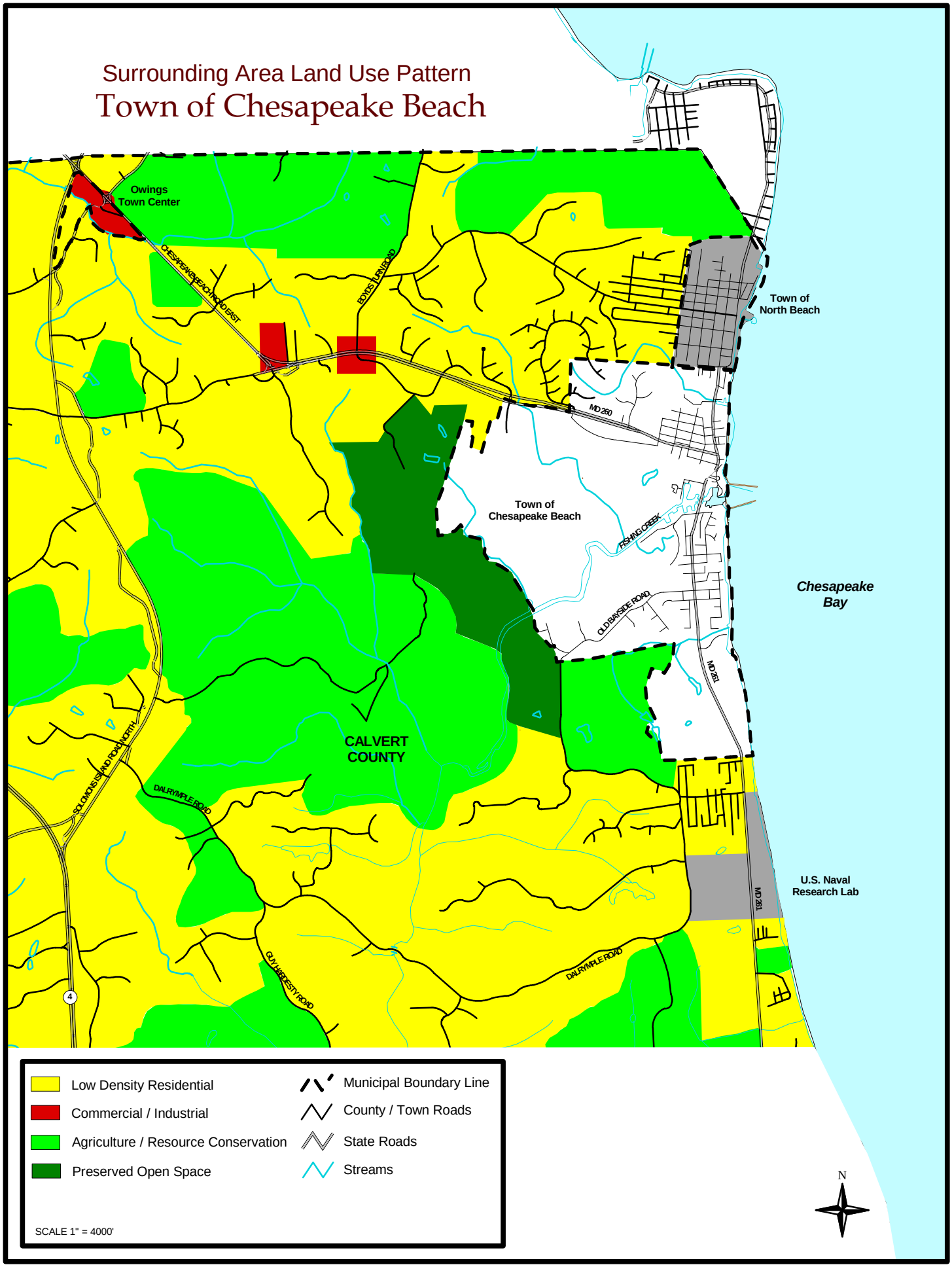
Town of Chesapeake Beach



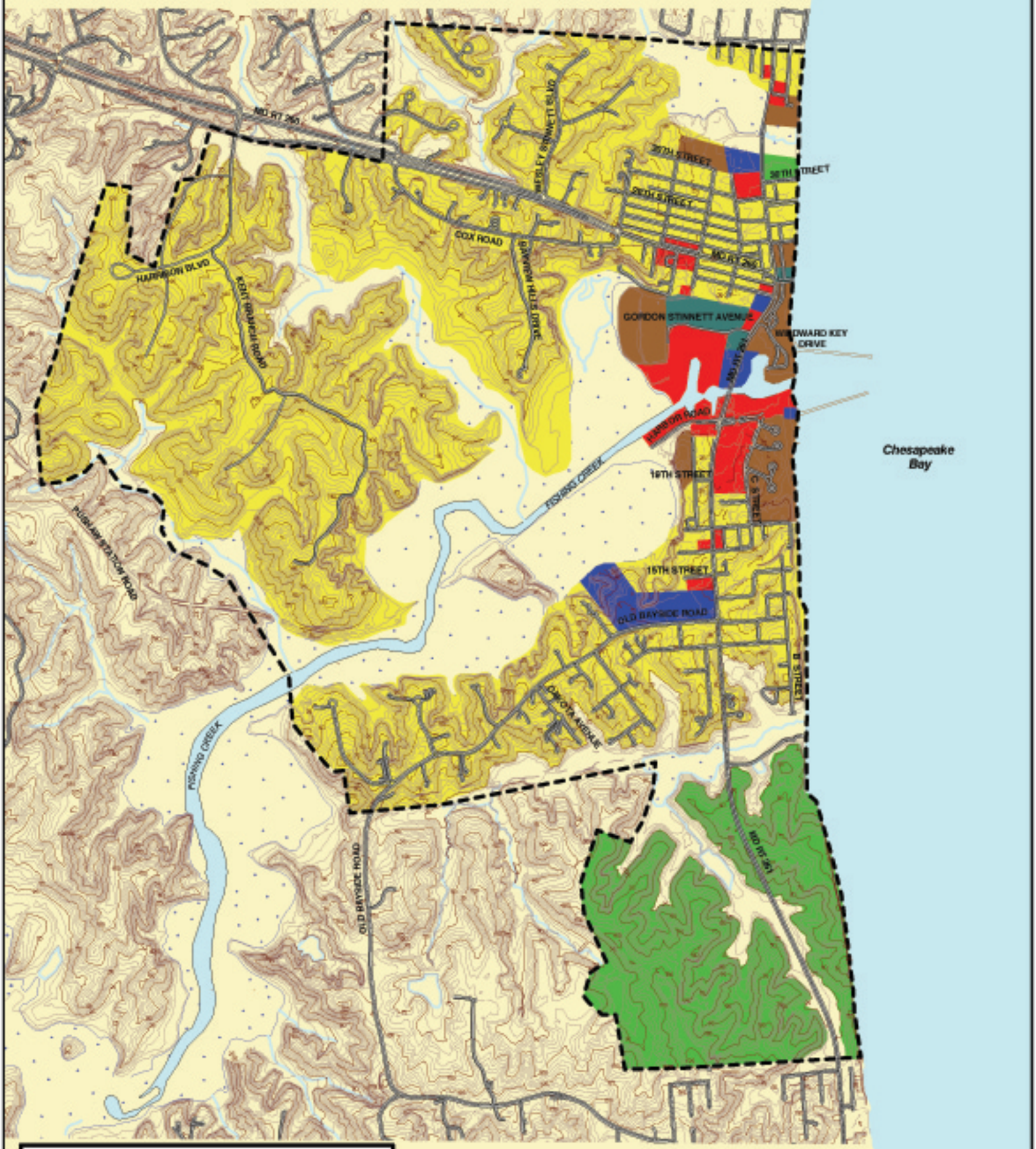
Intensely Developed Area
Limited Development Area
Resource Conservation Area
Municipal Boundary Line
Critical Area Line
Streams
Roads
Wetland Boundary
Index Contour Lines
Intermediate Contour Lines

CONTOUR INTERVAL 5 FEET
SCALE 1" = 1200'

N


Surrounding Area Land Use Pattern
Town of Chesapeake Beach
Owings
Town Center
CHESAPEAKE BEACH ROAD EAST
EDGES LANE ROAD
Town of
North Beach
MD 260
Town of
Chesapeake Beach
FISHING CREEK
OLD BAYSIDE ROAD
MD 261
Chesapeake
Bay
CALVERT
COUNTY
SOLOMONS ISLAND ROAD NORTH
DALRYMPLE ROAD
GUYHERDESTY ROAD
U.S. Naval
Research Lab
4
Low Density Residential
Commercial / Industrial
Agriculture / Resource Conservation
Preserved Open Space
Municipal Boundary Line
County / Town Roads
State Roads
Streams
SCALE 1" = 4000'
N

Generalized Land Use
Town of Chesapeake Beach

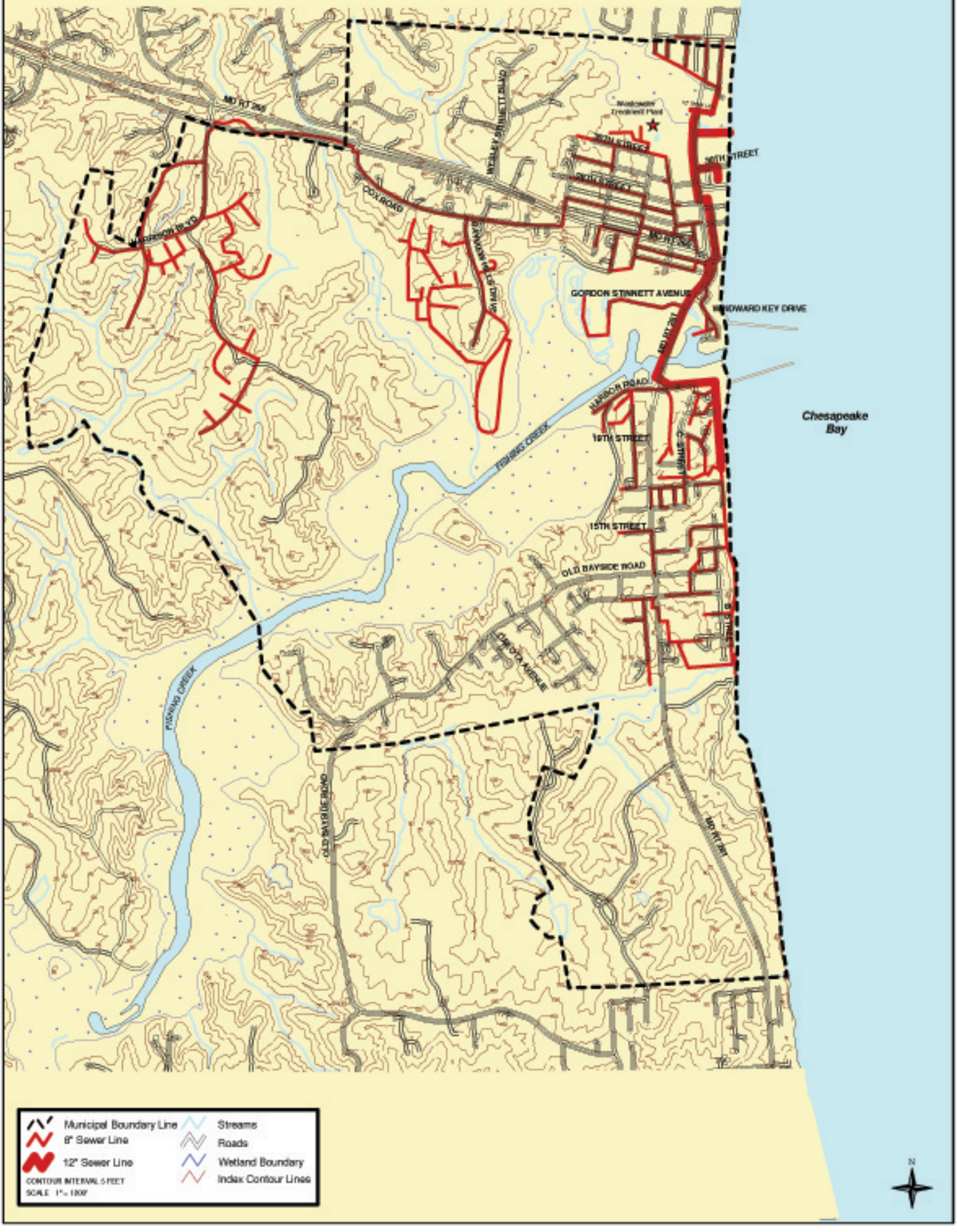


- Residential
- High Density Residential
- Commercial
- Institutional
- Park / Recreation
- Undeveloped

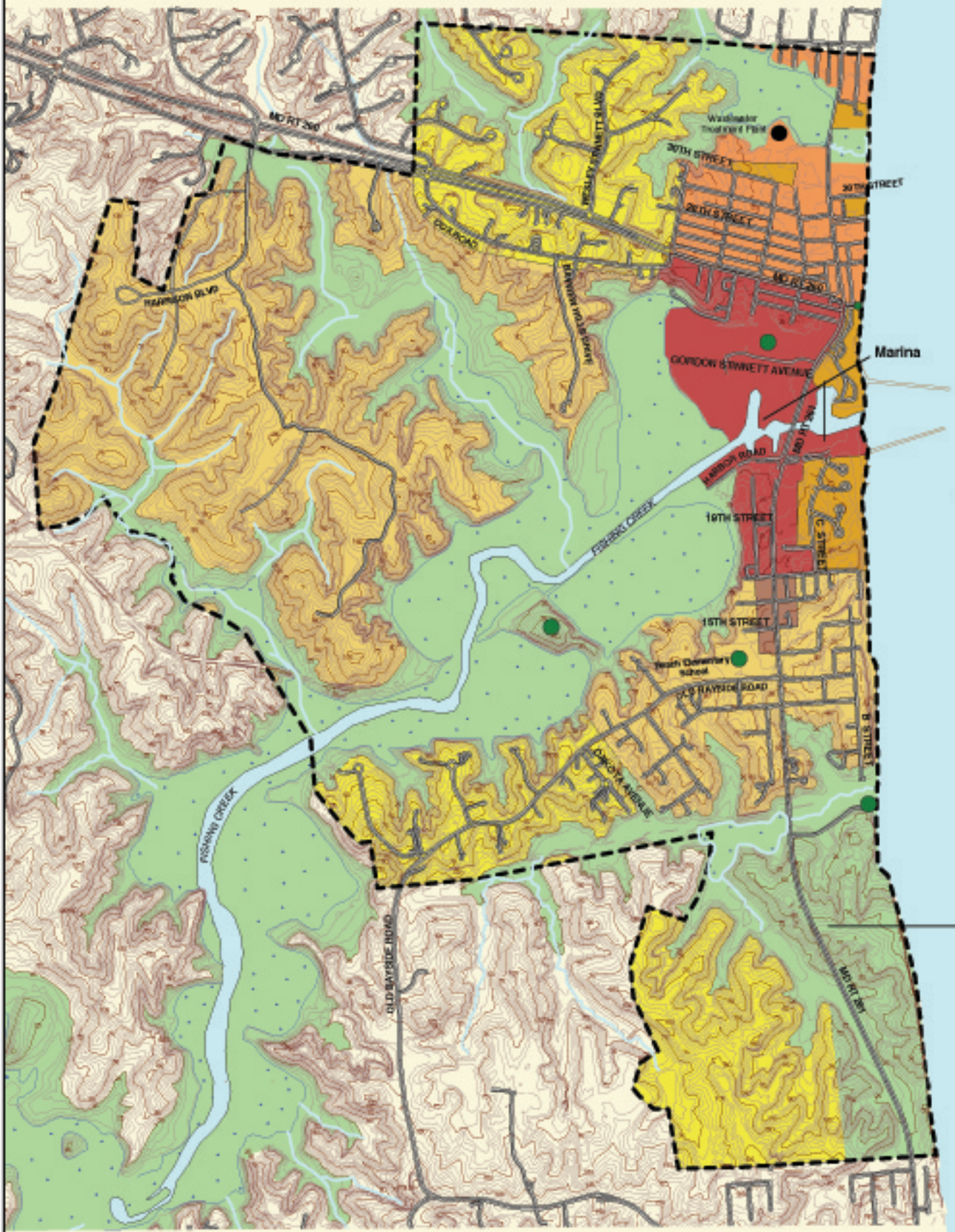
- Municipal Boundary Line
- Streams
- Wetland Boundary
- Roads
- Index Contour Lines
- Intermediate Contour Lines

CONTOUR INTERVAL 5 FEET
SCALE: 1" = 1000'

Existing Public Sewer System
Town of Chesapeake Beach



Comprehensive Land Use Plan
Town of Chesapeake Beach



Resource Conservation Area
Low Density Residential (2 - 4 units / acre)
Medium Density Residential (5 - 8 units / acre)
High Density Residential (8 - 20 units / acre)
Mixed-Use, Low Intensity
Mixed-Use, Medium Intensity
Mixed-Use, High Intensity
Recreation
Streams
Roads
Wetland Boundary
Index Contour Lines
Intermediate Contour Lines
Municipal Boundary Line

CONTOUR INTERVAL 5 FEET
SCALE 1"= 1200'

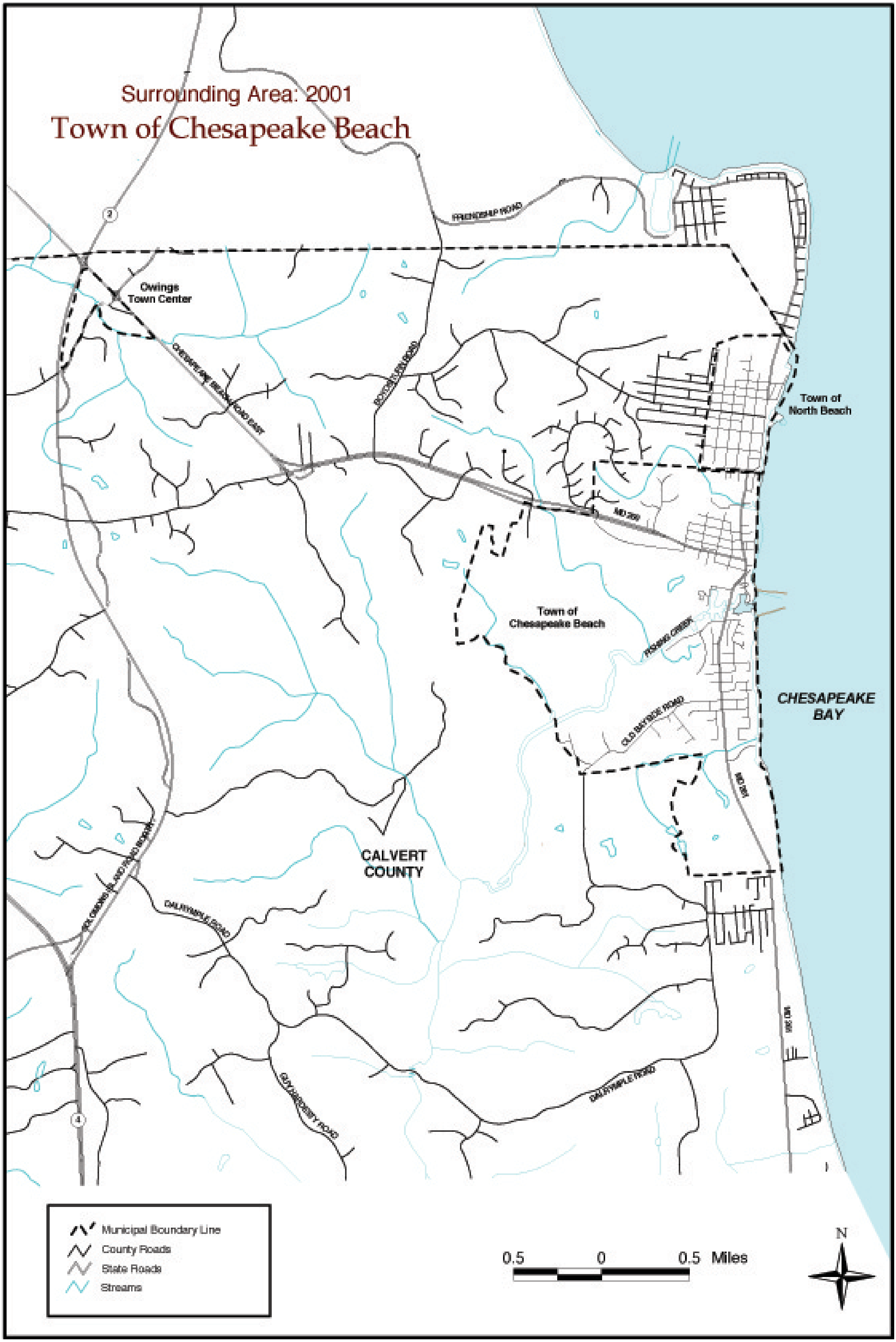
N

Pathways and Vistas
Town of Chesapeake Beach

Main Pathway
Vista
Recreation
Municipal Boundary Line
Streams
Wetland Boundary
Roads
Index Contour Lines
Intermediate Contour Lines

CONTOUR INTERVAL 5 FEET
SCALE 1" = 1800'

N


Surrounding Area: 2001
Town of Chesapeake Beach
FRIENDSHIP ROAD
Owings
Town Center
CHESAPEAKE BEACH ROAD EAST
Town of
North Beach
MD 260
Town of
Chesapeake Beach
FISHING CREEK
CHESAPEAKE
BAY
OLD BAYSIDE ROAD
MD 261
CALVERT
COUNTY
DALRYMPLE ROAD
DALRYMPLE ROAD
2
4
Municipal Boundary Line
County Roads
State Roads
Streams
0.5
0
0.5
Miles
N